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ROCK
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EMPLOYEES
MAGAZINE

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DIFFERENT

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Surface Cars

The Subway

The Elevated

City Transportation Service to and from Grand Central Terminal



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C. JEVNE & C^o

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Grocers and Wine
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**WHOLESALE AND RETAIL
32 and 34 S. Wabash Ave.**

Clubs, Hotels, Dining Car Systems
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and drink on the Rock Island
Diners are supplied by us. Qual-
ity and price guaranteed, is our
motto. Come in and be convinced.

Fresh Holiday Specialties—New
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Canned Goods—just arrived.

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Neither expense nor trouble
is spared in making this
service perfect. The best the
markets afford properly
cooked and perfectly served.

Dining car service is pro-
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through trains, including the
famous

"Golden State Limited"
to California and

"Rocky Mountain Limited"
to Colorado.



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travel on the road known to serve
especially good meals. So you dining
car men are looking for the most
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anyone else—

The Way to a Traveler's Heart is Through a Cup of Piping Hot Delicious Coffee

Webb's Coffee is prepared to please
the most weary traveler and win the
praise of the most critical connois-
seur—a special blending of the choicest
coffees obtainable and roasted with
utmost care.. Webb's Coffee is served
on Rock Island Diners.

Send for sample and prices.

Puhl-Webb Co.
Chicago, Illinois



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Rock Island Dining
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Glassware exclusively,
manufactured
by the

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Full line of samples on display at
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A Steady Nerve—
A Clear Brain—

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**Richelieu,
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Brands of
Food Products

represent more than fifty years' constant endeavor to produce foods which should excell in *purity—freshness—delicacy—natural flavor—cleanliness*.

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Most Dining Cars Use
Travis & Company's

**"White
Label
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Why?

Because it is the best.
Not *Maple* and *Cane* but *all
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Canned only by

Travis & Company
Middlefield, Ohio

Established 1869

For Butter Satisfaction



**Served on Rock Island
Dining Cars**

SOLD BY

Geo. W. Linn & Son
Chicago

Exclusive Wholesale Distributors

Rock Island Employes' Magazine

Edited by Harley E. Reisman

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¶ This Magazine is published monthly at Room 927 La Salle Street Station, Chicago, in behalf of the 50,000 employes of the Chicago, Rock Island & Pacific Railway Company.

¶ Readers of the Magazine are urged to contribute articles or stories in regard to Rock Island affairs, both past and present. ¶ Communications should be sent to the Editor at the above address, and should be written on one side of the paper only. ¶ Every communication or article must be signed with the full name of the writer for it to receive consideration, although the writer's name need not be used in connection with the matter when printed.

¶ For distribution to Rock Island employes free; Subscription price to all others, \$1.50 per annum; 15 cents per copy.

¶ Advertising rates will be made known upon application. ¶ The exceptional field covered by this periodical makes it an excellent medium for general advertising.

THE ROCK ISLAND EMPLOYES' MAGAZINE
La Salle Station, Chicago

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Tea and Spice Mill

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with simply table china made in U. S. A. Insist on Syracuse China. It is economical to use.

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Rock Island, Ill.

Established 1853

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Home: Main 7000

Bell: Grand 635

Home: South 4000

Bell: Highland 635

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The Fine Fat Norway Salt Mackerel served on the ROCK ISLAND SYSTEM Dining Cars and Hotels are imported especially for the ROCK ISLAND SERVICE. These are furnished by the PROCTER-CONNELL FISH CO., St. Louis. Importers of Mackerel and all other kinds of Foreign Fish Delicacies

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Ice Cream

Unexcelled in Flavor, Richness and Purity
Telephone Oakland 290

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Are Carried on All
Rock Island Dining Cars**

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FACTORY
Tampa, Florida

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Where Neither CHEAP WORK nor
QUICK WORK is Considered Half as
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BEFORE the next issue of our Magazine, we will have passed that season of the year, the Christmas holidays, when, for the time, the petty cares and strifes of the busy work-a-day world are laid aside and all mankind join in the kindest expressions of good will toward their fellow men.

The Christmas spirit is universal, the inheritance of all, and cannot be reckoned in terms of worldly store. Every man is rich or poor in proportion as his heart is filled with the spirit of "Peace on Earth, Good Will toward Men." Gifts are of value in proportion to the spirit in which they are given and received, and the most trifling present, prompted by love, is greater than the costliest, given without it—a cheery "Merry Christmas" inspired by a heart full of good will worth more than diamonds.

In the midst of our happiness, let us not forget those about us who may be less fortunate than ourselves. There may be some who are in adverse circumstances, with whom the battle has gone hard, and who may be making a desperate struggle for bare existence. Let us seek them out and share with them from our abundance, bringing to ourselves the joy of giving—for "it is more blessed to give than to receive."

The Employees Magazine extends to all its readers Best Wishes for a Merry Christmas and a Happy and Prosperous New Year.



T. A. Dempsey, Superintendent Dining Cars.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

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JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. VIII.

DECEMBER, 1914.

No. 6.

DINING CAR DEPARTMENT

In these days of economic strife we would call your attention to one of the various branches not directly essential to railroading and not included in the initial itinerary of railroads, but which has slowly and out of necessity, developed into a great factor in modern railway service. It is this—the dining car. From its inauguration thirty-five years ago, up to the present, it has been an unceasing effort to utilize and perfect the operation of it, and as the outcome we have an up-to-date restaurant on wheels to cater to the genial traveler, as well as to the most exacting dyspeptic; and many passengers with real or fancied grievances against the road have been won over by the courteous service rendered as well as good food served.

Let us consider some of the conditions, and say handicaps, involved in making dining cars a success. The hotel or restaurant has a supply base accessible at all times; the dining car, with its limited storage facilities, must reckon with time, distance, climate, changing of weather, delayed trains, and a dozen other unforeseen circumstances. The matter of supplying cars with ice, coal and water, and the replenishing of food supplies at the right point and time, is a constant source of anxiety.

The dining car steward is acting steward, manager, head waiter, and also vender of general information. He must be a competent judge of human nature and a good fellow all around.

Passengers invariably expect quicker and more attentive service in dining cars, than they do if taking a meal in a restaurant. A satisfactory explanation for this peculiarity is hard to find. It may be the fleeting landscape, or in the vibration of the rolling wheels; anyway, a man will go into a cafe and patiently



J. J. O'Brien, Chief Clerk Dining Car Department.

wait twenty to forty-five minutes for an order to be served, while if he has to wait fifteen minutes in the diner, he is uneasy, wondering if someone is not getting away with his baggage while he is out of his car, or some similar anxiety.

The kitchen, not much more than a narrow passageway, equipped with the necessary utensils, presents a very busy appearance for the most part of the day. A small but trained force of cooks are making every effort to convert raw material into palatable dishes. The same rule applies to the pantry, where salads and dairy dishes are prepared. Every precaution is taken to insure sanitary handling of all foodstuffs. The commissary department is constantly on the lookout for the choicest articles in the line of food supplies. A system of constant supervision insures the proper handling of these supplies, as well as the maintenance of high class service.

There are two commissaries operated in connection with the Rock Island service, one located at Chicago and the other at Rock Island, the headquarters of the department. It is

from these commissaries that the dining cars receive their stock of supplies fresh from the markets of Chicago, Kansas City, Denver and Los Angeles. The best quality of meats obtainable are purchased from the large packing houses; flour from the great mills of the Northwest; baking potatoes from the fertile soil of Colorado, the quality of which cannot be excelled; sweet potatoes from Arkansas; none but the first brand of canned goods and preserves are used; butter is the best that money can buy, procured from the best reputed dairies of the country. Our fresh vegetables and fruits are furnished from the markets of Denver and Los Angeles. At the present time we are serving a very fine quality of strawberries on our dining cars which are being shipped from Los Angeles, Calif. We especially feature in this department that the goods used are "Made in U. S. A."

From a financial standpoint, dining cars are but in a few instances a profitable investment. With prices for foodstuff everlastingly on the increase, and the demand of the traveling public for



T. A. Dempsey and Part of His Office Force at Rock Island, Illinois.



A. W. Ramsey, Dining Car Inspector.



Jack J. Lycett, Dining Car Steward..

the best to be had, it could hardly be otherwise.

But we must consider it is not alone the catering to and appeasing of appetite that constitutes the mission of the dining car. It is also to expedite the movement

of trains in eliminating long stops and of further importance, to get the good will of the public.

ORGANIZATION.

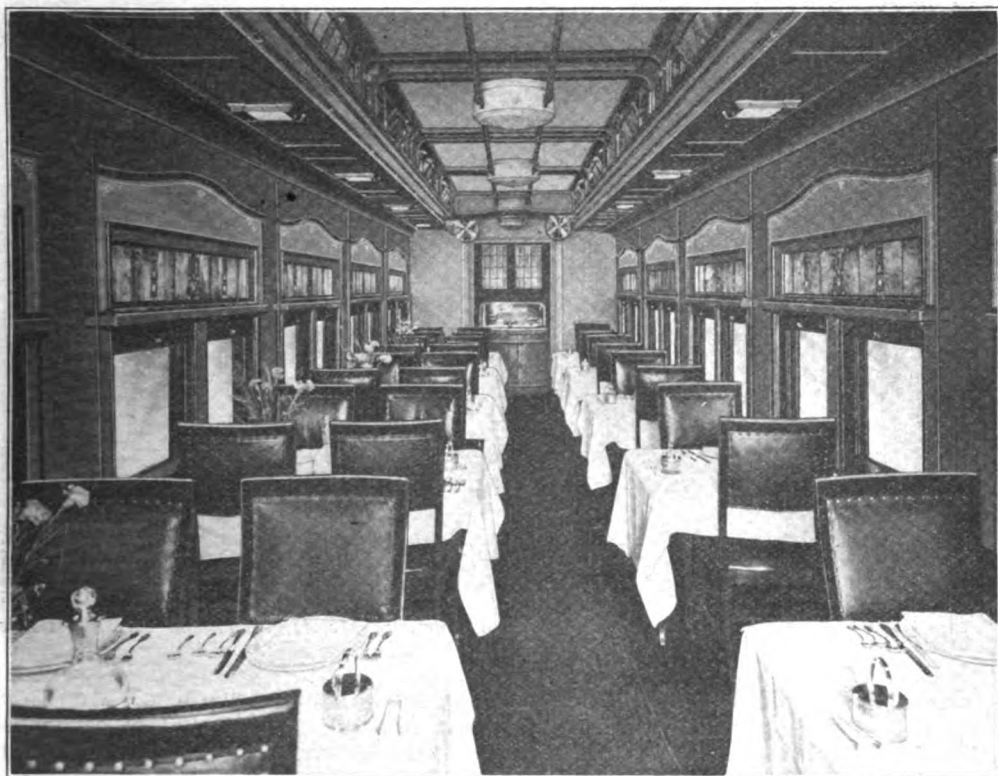
Mr. T. A. Dempsey is superintendent of this department and has a capable



Thomas Beebe, Dining Car Steward.



William Thoensen, Dining Car Steward.



Interior View of All Steel Dining Car.



Interior View of Commissary at Chicago, Showing Mr. J. H. Somers and His Assistants.



Interior View of Commissary at Rock Island, Showing Mr. H. Cabel and His Assistants.

force of clerks and stenographers, under the immediate supervision of Mr. J. J. O'Brien, chief clerk, who takes care of the clerical end, and it is a busy task to keep track of the employes and the cars.

The commissary at Rock Island is managed by Mr. H. Cabel and the Chicago

commissary is in charge of Mr. J. H. Somers and his able staff of assistants. These two commissary stores are up to date in every particular, and are very busy places indeed. As evidence of the amount of business handled at these two points, in connection with some of the



Another Interior View of Commissary at Rock Island, Illinois.



Employees of Laundry Department.



Dining Car Department Employees at Rock Island, Illinois.
Top Row, Left to Right—J. Bopp, J. Rahn, Inspectors; K. Baker, Janitor.
Bottom Row, Left to Right—H. Kraft, Assistant Storekeeper; E. Rahn, Clerk; H. Cabel, Storekeeper.

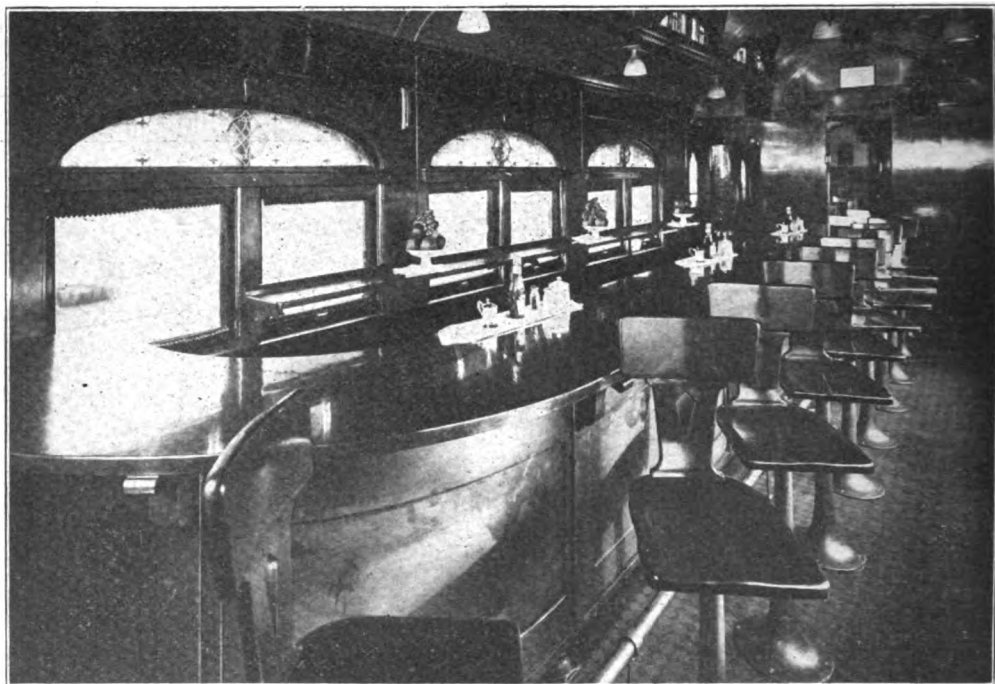
outlying places, we find that the dining car department consumes foodstuffs in very large quantities about as follows:

Flour	121,800 lbs. per annum
Meat, including fish	300,000 lbs. per annum
Sugar	70,095 lbs. per annum
Butter	41,600 lbs. per annum
Coffee	36,500 lbs. per annum
Eggs	30,757 doz. per annum
Potatoes	Seven carloads per annum

It will be seen from the above that the cost of supplies is an enormous item in this department.

At the Rock Island office also is where most of the staple goods are tested out before final selection is made. As the different samples are submitted they are given a very thorough test, and as the saying goes "Only the fittest survive."

There are four inspectors, viz., O. H. Getty, John Rahn, A. W. Ramsay, and M. J. Albright, each assigned to certain districts, and a traveling chef, J. Bopp, who travels over the entire system. These men are of the very highest class in their occupation and are always on the alert for new things coming into the



Lunch Counter View of New Combination Lunch Counter and Cafe Car.

The Rock Island dining car department feeds from three quarters to a million people per annum and the amount expended for foodstuffs to feed this number is in the neighborhood of \$300,000 per year.

The history of the dining car department shows that in thirty-five years of operation it has grown from a one-room commissary and four car proportion operating in one state, to nearly eighty cars operating in fifteen states with two commissaries.

market as well as to see the high standard of service maintained.

The organization at present employs forty-three stewards, one hundred and ten cooks and one hundred and twenty waiters, and the department has a total of approximately three hundred employees with a pay roll of about \$200,000 per annum.

Observation, buffet and parlor cars also come under the jurisdiction of the dining car department adding eighteen porters and thirteen barbers to the pay roll.

The territory served by the Rock Island, which is over eight thousand miles, makes it necessary to have diners running over a very wide area, and of the forty-three diners in service, about half of them operate over outlying districts.

EQUIPMENT.

And now a word about the construction of the diner: Where a few years ago we had the wooden car with the often

These cars are all steel excepting the inside finish, which is mahogany in the dining room and cherry in the kitchen. They were built by the Pullman Company in 1912 and 1913 and each weighs about one hundred and fifty-two thousand pounds. They are 72 feet 6 inches over sills and have a seating capacity for thirty people. Six of these new cars are equipped with the indirect system of lighting, and their appearance throughout is very beautiful. The elec-



View of Cafe End of New Combination Lunch Counter and Cafe Car.

very highly decorated interior, such as fern racks, mirrors, and other unnecessary arrangements, we now have the all-steel car with the dining room in straight lines, electric lighted throughout and equipped with exhaust and blow fans. Many of our readers have undoubtedly noticed the new cars operated on the Golden State and the Rocky Mountain limited trains which are of the very highest class manufactured, and for those not familiar with these cars we are giving a description as best we can.

tric lighting in the cars have auxiliary batteries of sixteen cells with a capacity of 280 ampere hours. The flooring is of composition construction, covered with carpet in the dining room with aisle strip through this room and rubber tiling in passageways at both ends of car and in front of the buffet. They are equipped with a very attractive porcelain enamel fruit and wine locker. The beam ceilings with flat upper and lower deck in dining room finished in natural mahogany present a very pleasing appearance.



Washroom in Laundry Department at Rock Island, Illinois.

The equipment, under the supervision of this department, is as follows:

Dining cars	41
Parlor cars	4
Cafe Observation	3
Library Observation	11
Library Buffet	11
Cafe coaches	9

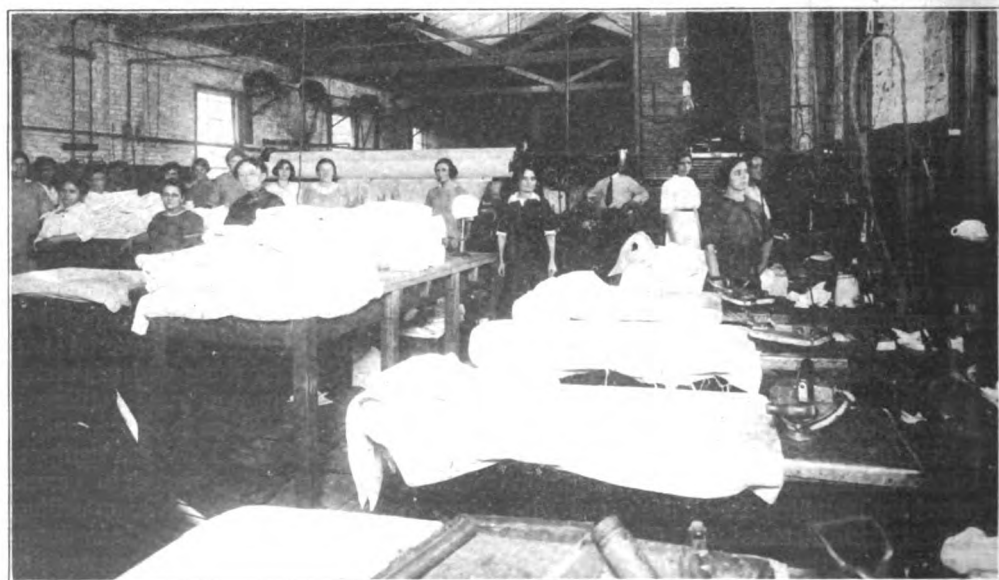
Total

79

Of the forty-one dining cars, fourteen are all steel and five are of steel

underframe, every car being of the very best and latest design throughout.

On the Golden State Limited operating between Chicago and California, which is recognized as one of the finest trains in the world, we operate ten straight dining cars and ten buffet observation cars. On the Rocky Mountain Limited, one of the finest trains running between Chicago, Denver, Colorado Springs and Pueblo, we use five straight dining cars and five buffet observation cars. On



Ironing Room in Laundry Department at Rock Island, Illinois.

these two trains alone it will be seen that we use a total of thirty cars and from this our readers can see the very large amount of this fine equipment necessary to operate on long run through trains.

A novel innovation has recently been introduced in the shape of a "combination cafe and lunch car." This car was equipped in the Rock Island shop, and we believe is the only one of its kind in America. The new car is at present running on the Dakota Division, and if it meets with the approval of the traveling public, the department will eventually enlarge upon this issue. A photograph



Claude Snart, Foreman Laundry Department.

showing the inside of this car is reproduced in this article.

A laundry plant, under C. Snart, is operated at Rock Island in connection with the commissary, in which the linen of all the dining cars is laundered. This plant is equipped with the latest machinery for the efficient and quick handling of work. They wash and iron in this laundry approximately 250,000 pieces of linen each month.

The laundry employs about twenty people, and the washing is done in four large cylinder washing machines. After the linen is properly cleansed, it is put in extractors—there are two of these which

perform the functions of the wringer. After the clothes come from the extractor they are then ready for the mangles. These mangles are one hundred and twenty inches in length and turn out approximately fifteen hundred to two thousand pieces per hour. Along one side of the laundry room can be seen nine electric irons, eight of which are exclusively used for ironing of jackets and one known as a "body iron." On these waiters' coats are made ready for use at the rate of several hundred a day. The equipment also consists of two sewing machines which are in almost constant use. Every piece of laundry is thoroughly inspected, and the slightest mark, tear or discoloration is sufficient to turn it back for mending or rewashing.



A PECULIAR ACCIDENT.

The Woman's Auxiliary of the Englewood, Ill., Hospital gave a minstrel show on the evening of November 18th at the Masonic Temple, Wentworth avenue, near Sixty-eighth street, Chicago.

Mrs. Charles Hibbard, one of the "bones," said to Mrs. George W. Haskell, the interlocutrix:

"Did yuh hear of dat big accident on de Rock Island?"

Interlocutrix—"Why, no, I heard of no accident on the Rock Island, I never did hear of an accident on the Rock Island—tell us about it."

Bones—"Why a lady got on de train at Hamilton Park, cast her eye on a seat and a man sat down on it."



RAILROAD PUZZLE.

Assume that the actual running time for trains on the Rock Island between Chicago and Denver is twenty-six hours.

Assume that the traffic increased so that it would necessitate a train leaving each terminal every hour. Leaving Chicago at 12 o'clock noon westbound, how many eastbound trains of the same class on the opposite run would you meet on your trip to Denver? Count the train coming into Chicago terminal at the same moment you are leaving, and also count the train leaving Denver terminal the same moment you arrive.

Send answers to Puzzle Editor, care the Employees' Magazine.

ROCK ISLAND PROGRESS IN LAST TWELVE YEARS

EDITOR'S NOTE.—The following is an extract from the Thirty-fourth Annual Report of The Chicago, Rock Island & Pacific Railway Company and Proprietary Companies, for fiscal year ended June 30, 1914, as made by President Mudge to the stockholders of the railway. The president is not unmindful of the good work done by the employes during the past year as is evidenced by the closing paragraph of the report, viz.: "The loyalty and co-operation of officers and employes are cheerfully acknowledged."

TWELVE YEAR REVIEW.

Of late so much has been said, in and out of the press, as to the financial affairs and the physical condition of your property that the present seems an opportune time to place the facts before the stockholders in concrete form.

The following comparisons are made with June 30, 1902, inasmuch as that is about the date of the assumption of control by the Board of Directors as at present largely constituted.

The Burlington, Cedar Rapids & Northern Ry. and the Rock Island & Peoria, Ry. were acquired in June, 1902, but are not, in the following data, considered as a part of the Rock Island Lines until July 1, 1902. They are thus treated in order that the comparisons may more nearly reflect the actual conditions.

On June 30, 1902, the Rock Island Lines consisted of 3,403.63 miles of main line owned, 352.64 miles of leased lines and 338.05 miles of trackage rights, a total of 4,094.32 miles; also 842.05 miles of yard tracks and sidings.

On June 30, 1914, the property consists of 7,407.26 miles of main line owned, 271.60 miles of leased lines and 649.20 miles of trackage rights, making a total of 8,328.06; also 2,300.40 miles of yard tracks and siding.

RAIL.

On June 30, 1902, the main tracks (including first, second and third tracks, owned and leased), consisted of 988.30 miles of 80-lb. rail, and 3,051.47 miles of 70-lb. and under.

On June 30, 1914, the main tracks

consisted of 276.45 miles of 100-lb. rail, 142.56 miles of 90-lb. rail, 1,526.22 miles of 85-lb. rail and 2,412.13 miles of 80-lb. rail, making a total of 4,357.36 miles of rail of 80 lbs. per yard and over, and 3,611.86 miles of rail 70 lbs. per yard and under. Of the last item, 2,729.54 miles are branch lines. All of the rail of 85 lbs. per yard and over has been laid since 1905.

TIES.

In 1907 the treatment of cross ties with creosote was adopted on the Rock Island Lines, and since that time there have been inserted 12,828,459 creosoted ties. Since January 1, 1909, the average yearly tie renewals have been 1,862,194 creosoted ties and 443,677 untreated white oak ties; the latter being used on the western and northern portions of the road where the life of timber is longer than in the South and East, the total renewals per year averaging 2,305,871 ties.

Up to the present time there has been no return to the company on account of this large expenditure, because the time elapsed since the commencement of the use of treated ties, is less than the average life of untreated ties in the track. Ultimately a considerable saving will be effected as experts estimate the life of creosoted ties at from 12 to 16 years, largely in excess of the life of untreated ties.

There are in the main tracks 24,370,000 cross ties, of which, at the present time, 10,818,000 are treated; there are in the side tracks 5,959,000 ties, of which 2,010,000 are treated. At the present rate of renewals, the main line, exclusive of the western and northern portions hereinbefore referred to, should be fully equipped with creosoted ties by about 1920; at that time the oldest treated tie will have been in the track about twelve years.

BALLAST.

On June 30, 1902, the ballasted track consisted of 539.83 miles of rock, 209.89 miles of burnt clay, 731.81 miles of gravel and 536.67 miles of cinders, a total of 2,018.20 miles of ballast other than dirt.

On June 30, 1914, there are 1,466.19

miles of rock, 681.29 miles of burnt clay, 2,606.39 miles of gravel and 685.97 miles of cinders, a total of 5,439.84 miles of ballast other than dirt.

In addition to this new ballasting a very large proportion of the track ballasted prior to 1902 was of a very light section, and has been reinforced. While some of the ballasting has not yet been brought up to standard, the foundation has been laid and the banks widened, and the amounts hereafter expended will show much greater results.

BRIDGE DATA.

On June 30, 1902, there were no stone or concrete bridges on the line; there were 66,923 feet of steel and iron, 12,184 feet of wood truss spans and 1,540 feet of combination wood and iron.

On June 30, 1914, there are 182,000 lineal feet (transversely to track) of stone and concrete culverts, 153,185 track feet of steel and iron, 2,291 track feet of wood trusses and 900 track feet of combination wood and iron trusses.

In addition to this new bridging, practically all of the steel and iron bridging in the important main lines on June 30, 1902, has been replaced with heavier structures.

At the present time your lines have a less number of feet of wooden bridging per mile of road than any of the lines in their immediate territory.

BLOCK SIGNALS.

On June 30, 1902, there were about 19.61 track miles of automatic block signals on the Rock Island Lines, and no manual block.

On June 30, 1914, there are in operation 1,256.94 track miles of automatic signals and 1,087.31 miles in addition thereto are protected by manual or other block signals.

The main lines from Chicago via Kansas City to Herington, Kansas, and from Chicago to Omaha are completely covered by automatic block signals, also the northern line from West Liberty, Iowa, to Vinton, Iowa.

TERMINAL FACILITIES AND REPAIR SHOPS.

In 1902 your property was greatly deficient in the matter of terminal facilities and repair shops. Since that time a completed new shop plant has been constructed at Silvis, Ill., which is equal in capacity and modern conveniences to any locomotive repair shop in the West.

A large freight terminal was constructed at that point and additions have been built to nearly all of the shop plants and terminal yards on the line.

On account of the operation of the 16-hour law on train and engine men it was necessary to put in new terminals, in order to reduce the length of run, at

Manly, Iowa,
El Reno, Okla.,
Waurika, Okla.,
Pratt, Kan.,
Liberal, Kan.

Between June 30, 1902, and June 30 1914, about \$15,000,000 were expended for new terminals, additions to existing terminals and for shops and round houses. Your line is now as well equipped in this respect as any line in its immediate territory.

In addition to this amount there have been vast sums expended by Union Depot Companies for facilities at such points as Kansas City, Denver, Houston, Dallas, Memphis, Wichita, Joliet, etc., in which your company is interested and upon which expenditures it has to pay its proportional share of interest.

TRACK ELEVATION AND GRADE SEPARATIONS.

Large sums have been expended for track elevation at Chicago and other places, and for viaducts and other grade separations.

LOCOMOTIVES.

On June 30, 1902, the company owned 611 locomotives, with a total tractive power of 11,908,070 lbs., or an average of 18,015 lbs. per locomotive.

On June 30, 1914, the company owns 1,678 locomotives, with a total tractive power of 49,241,511 lbs., or an average of 29,345 lbs. per locomotive.

Increase in number of locomotives owned 153.86 per cent.

Increase in average tractive power per locomotive 62.89 per cent.

Increase in total tractive power—pounds—313.51 per cent.

FREIGHT CARS.

On June 30, 1902, the company had 19,893 wooden freight cars.

On June 30, 1914, the company has 17,531 steel and steel underframe freight cars and 28,143 wooden freight cars, a total of 45,674 cars or an increase of 129.60 per cent.

On June 30, 1902, the average capacity of freight cars was 24.5 tons.

On June 30, 1914, the average capacity of freight cars is 36.9 tons.

From the above it will be seen that 68 per cent of the freight cars added since 1902 have been of steel or steel underframe construction.

PASSENGER CARS.

On June 30, 1902, the company owned 475 wooden passenger train cars.

On June 30, 1914, the company owns 346 all steel passenger train cars, and 817 wooden passenger train cars, a total of 1,163 or an increase of 144.84 per cent.

All passenger train cars purchased since 1908 are of steel construction, so that more than 50 per cent of all the equipment added since 1902 is of solid steel construction.

From the foregoing figures it will be seen at a glance that your property has not only been well maintained, but has been very greatly improved since 1902.

TRAFFIC AND OPERATION.

In 1902 there was ground for the belief that the level of rates then effective, both as to income and outgo, might, within reasonable limits, be continued in effect.

Since that time local passenger fares have been reduced from three cents to two cents per mile in eight of the states in which your lines operate, and in which states 84.71 per cent of your mileage is located. Drastic reductions have been made in freight rates by these and other states in addition to those made by various decisions of the Interstate Commerce Commission. Numerous demands for increases by organized labor have been made and met, either by compromise or through arbitration.

The average freight rates per ton per mile received in 1902, applied to the tonnage hauled in 1914, would have given an increase over the actual earnings of \$8,975,586.56. The rates per mile received for passenger traffic in 1902, applied to the passengers carried in 1914, would have given an increase of \$2,246,448.64, or a total increase in earnings of \$11,222,035.20.

The same rates of wages paid in 1902, if applied to the traffic hauled in 1914, would have shown a reduction of \$4,273,222.38 in operating expenses.

The taxes per mile of road in 1902, if applied to the mileage of 1914, also allowing for the increased cost per mile, would have shown a reduction of \$1,255,585.41.

Altogether the reduction in revenues and the increase in operating expenses and taxes on these three accounts only, amounts to \$16,750,842.99 for one year ended June 30, 1914.

It is not claimed that these figures are absolutely accurate; some portion of the difference in rates per ton mile is due to a larger tonnage of lower grade freight, but, taken together with a large number of other items not herein mentioned, they are sufficient to warrant the statement that, with the same conditions as to rates and wages as prevailed in 1902, your company would have earned in 1914 sufficient surplus to have maintained its dividends and to have put millions of dollars back into the property.

These figures are not presented as a criticism of supervision by governmental agencies, but the conclusion is indisputable that the primary and fundamental causes for the failure of your company to earn its dividends are:

(1) Reduction of passenger, freight and express rates, and inadequate mail pay for added service.

(2) Increased rates of wages.

(3) Increased expenses due to legislative enactment, such as:

(a) Sixteen hour law for train, engine and yardmen.

(b) Nine hour law for telegraphers.

(c) Full crew bills.

(d) Safety appliance acts.

(e) Electric headlight bills.

(f) Laws requiring extra trains run in case of thirty minute delay to regular trains.

(g) Boiler inspection law.

(h) Steel postal car requirements.

(i) Semi-monthly pay roll acts.

(j) Employes' compensation acts.

(k) Laws and commission orders requiring absolutely unremunerative daily train service.

(1) More than 300 other laws passed in the last five years in the fourteen states through which your lines operate, increasing expenditures with no offsetting earnings.

(4) Increased taxes per unit of value.

(5) Increased cost of capital funds.

Vigorous efforts have been made by your management to increase the operating efficiency, the commercial freight train load having increased from 183 tons, in 1902, to 306 tons, in 1914, but notwithstanding these efforts it has been impossible to offset the adverse conditions above referred to.

The large absorption of mileage of light traffic had the effect of reducing the average operating revenue per mile from \$7,288 in 1902 to \$6,091 in 1905. Since that time, notwithstanding the steady decrease in rates, it increased to \$8,867 in 1913, falling back to \$8,313 per mile in 1914.

CAPITALIZATION.

The added mileage with an increase of only fifteen million dollars in capital stock, operated to reduce the capital stock from \$17,625 per mile in 1902 to \$10,126 per mile in 1914. The bonded debt per mile, however, increased from \$28,088 in 1902 to \$36,604 in 1914, due partially to underlying bonds on the new mileage assumed by your company, and partially to the amounts expended for additions and improvements to the property, making a total capitalization per mile on June 30, 1914, of \$46,730 as against \$45,713 on June 30, 1902.

In the face of the increasing interest rate, your company, in common with nearly all other railway companies, has

been forced to sell its bonds at a considerable discount. It is believed that the average sales have been on as good a basis as those of other companies similarly situated. The total discount for the 12 years amounts to \$14,411,523.41, all of which has been charged to Profit and Loss in the respective years in which the bonds were sold.

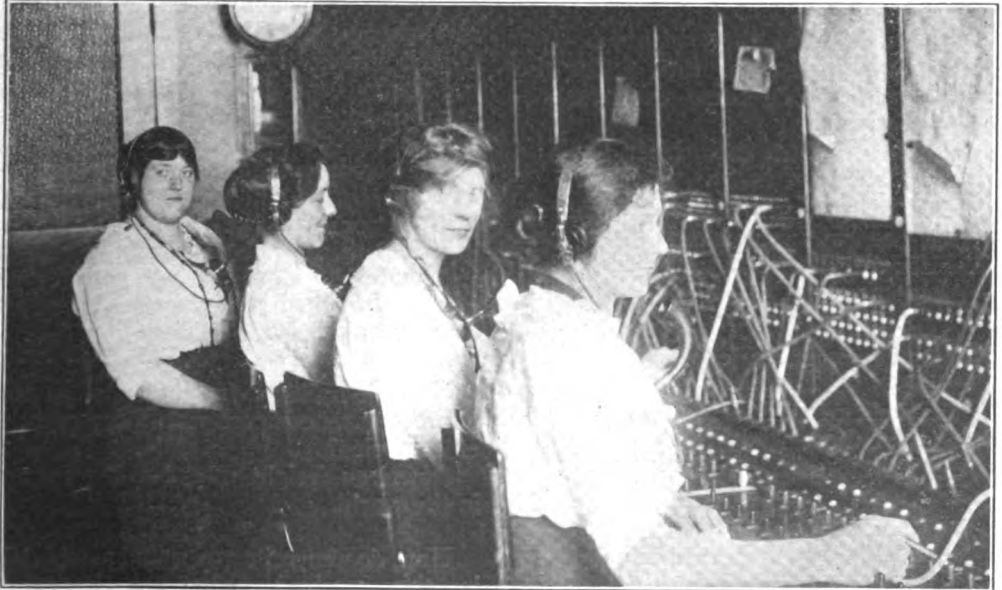
The net proceeds from all securities sold have been expended either for improvements to the property or for the acquisition of new property.

LAW DEPARTMENT PROMOTIONS.

Effective December 1, 1914, Mr. Thos. R. Beman was appointed General Attorney. He will have charge of the preparation and approval of contracts in which the company is interested, and of such other work as may be assigned to him.

Mr. Wallace T. Hughes was appointed Assistant General Attorney. He will continue his present duties in matters relating to interstate commerce, and will perform such other duties as may be assigned to him.

Mr. A. B. Enoch was appointed Assistant General Attorney. He will have charge of litigation in Illinois, and will perform such other duties as may be assigned to him.



Telephone Operators at General Offices, La Salle Street Station, Chicago.

RAILROADS PAY BACK \$100 OF EVERY \$150 RECEIVED

By B. C. FORBES
(From the Chicago American, Nov. 11, 1914)

New York, Nov. 11.—How many employes have the railways of the United States?

1,848,883.

* * *

Allowing five persons to a family, what would be the total directly dependent upon the railroads for their living?

9,244,415.

* * *

What is the minimum number of workers dependent for employment mainly upon orders from railroads—employes of locomotive companies, car manufacturers, etc.?

More than 1,000,000.

* * *

Multiplied by five to a family this means—

Upward of five million.

* * *

Making the grand total of persons supported by the railways what?

Approximately 15,000,000, or one in every seven of the country's total population.

How much do the railroads pay to their 1,848,883 employes in a year?

\$1,390,025,286.

* * *

How many cents of each dollar the railroads spend do these employes receive in wages?

Fully 44 cents of each dollar.

* * *

How many cents of each dollar received are paid for materials and supplies for all purposes?

About 25 cents.

* * *

Does labor get any considerable share of this?

The bulk of it goes into the pay envelopes of those who produced or manufactured these materials and supplies.

* * *

What were the gross earnings of our railroads during the year ended June 30, 1914?

\$3,098,487,696.

How much was retained as net earnings after paying operating expenses and taxes?

\$716,688,210.

* * *

Who are the greatest taxpayers in the whole country?

The railroads.

* * *

How much did they pay last fiscal year?

\$142,191,880.

* * *

Are their tax levies increasing?

The increase this year over last was \$12,610,402, or at the rate of a million dollars more every month.

* * *

How do tax payments compare with dividend payments?

Exact comparisons for 1914 are not available, but in 1913, 4.14 per cent was paid in taxes and 4.92 per cent was devoted to dividends and surplus combined. Conditions are much poorer now.

* * *

The statement was recently made by anti-railroad people that "as the receipts of the railways are \$3,000,000,000, and as there are 20,000,000 families in the United States, the average expenditure per family for railway transportation is \$150, or one-fourth of its income." Is this so?

The person who indulged in that arithmetic forgot to add that \$2,000,000,000, or \$100 for each family in the country, is paid back by the railroads in wages and materials alone, to say nothing of taxes. In other respects the statement conveys misleading notions.

* * *

How do railway freight rates in the United States compare with those of other countries?

American freight rates are the lowest in the world.

* * *

How do the railways spend each dollar they receive? What are the exact details?

The railway dollar is spent thus in cents and fractions of cents:

Labor, 44.05.
Coal and oil, 8.64.
Material, supplies, 9.80.
Miscellaneous expenses, 4.66.
Taxes, 4.14.
Loss and damages, 2.26.
Betterments, etc., 4.57.
Interest on funded debt, 13.04.
Rents of leased roads, 3.92.
Dividends and surplus, 4.92.
Total, 100.00.

Who are the owners of the railroads, whose capital has built them and maintained them? How many stockholders are women? Are savings banks, insurance companies, hospitals, colleges and many philanthropic institutions largely dependent upon dividends and interest from railway investments for their income and support? Who suffer when railroads are wrecked by mismanagement?

That opens up another phase of the railways—D. E. F., so to speak—and calls for a whole chapter for itself.



MR. AND MRS. NEWLYWEDS HAVE EXCITING EXPERIENCES.

A young man employed in the chief engineer's office has recently fallen victim to one of the worst cases of insomnia that the writer has observed for many years. His relatives and friends were becoming thoroughly alarmed at his condition which was fast becoming critical as he could not sleep night or day, and the machinery of life seemed destined to bring swift destruction upon itself by its own relentless energy.

For a long time insolvable mystery attached to the case, but now it is known on competent authority that sleeplessness was induced by naughty little cupid who invaded this young man's sleeping apartment at night, tickling his feet, pulling his hair, dancing over his heart; during the daytime sitting on his desk, whispering in his ear and guiding his fingers to write a name not his own. The physician's advice was simple: "Marry the girl," said he, "and you will soon be turning in at 8:30 and no more

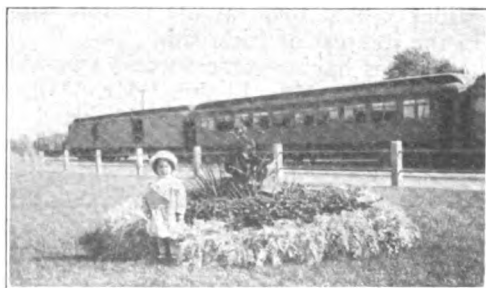
complaint about insomnia, it is the suspense that is killing you."

Our hero took this timely advice and arranged a quiet little wedding to be followed by a trip to the cloud-lands of Colorado.

Being a very modest man and wishing to avoid the embarrassments attendant upon publicity, he had carefully concealed his plans from his associates. However, the world found its way to his door; cartoonists and sign-writers provided appropriate decorations for the Pullmans, while rice throwers and a little German band saw them properly started on their journey. Messages warning them of plots to kidnap the bride or of expected police interference were handed them along the route, but our hero, owing to his vigilance and the timely warnings, outwitted them all.

The honeymoon having reached its last quarter, as all honeymoons do, the happy couple turned joyfully homeward, arriving here they found that solicitous friends, by way of introducing them to their neighbors, had placed a huge sign across the front of their apartment reading, "Mr. and Mrs. Ogle, Newlyweds" and "Their Dove Cote." According to the Journal this sign was quickly removed by a very red faced young man shortly after they entered their apartment.

From latest reports it appears that they have succeeded in cutting away the countless webs of twine woven across the rooms; in replacing the disarranged furniture and in turning away scores of would-be purchasers of their flat who had gotten a tip from the "Tribune" ads, and peace and quiet has now settled down upon the home of Mr. and Mrs. Ogle, may they long be happy.



Parking East of Station at Sioux Falls, S. D.

"LADIES' NIGHT" FOR ROCK ISLAND RAILWAY CLUB.

The Rock Island Railway Club will hold a "Ladies' Night" in the main dining room, Great Northern Hotel, on Tuesday, December 8th, 6:30 p. m. A good musical program has been arranged for entertainment and the chairman of the entertainment committee says it is to be the best one yet. They hope to get some speaker who can make it interesting for the ladies and keep away from shop talk and everything which would be tiresome, but they are not able to advise definitely on this point.

The club have been compelled to guarantee 175 people for the dinner, on account of the Great Northern giving them their main dining room. This is the first time the hotel people have done this, so let's hope they will have a record-breaker in the way of attendance.

Some of the executive officers will attend because it is going to be considered a "family dinner," absolutely informal. Each member is entitled to bring one lady as guest of the club and he can invite other guests upon payment of \$1 per person.

ROYAL D. MILLER COULDN'T CONVINCE W. J. LEAHY.

Northwestern Man Tried to Persuade Rock Island Agent to Use Former's Road.

(From Omaha Daily News.)

Royal D. Miller, assistant general agent of the Northwestern, recently tried for half an hour to convince W. J. Leahy, general passenger agent of the Rock Island, why he should return to Chicago on the Northwestern.

Mr. Miller thought he was talking to one of the baseball magnates who were in the city. Most of the magnates came to Omaha via the Rock Island, and Mr. Miller visited them at the Paxton hotel in the interest of his road.

He was having some success when he encountered Mr. Leahy. Mr. Miller gave Mr. Leahy his card and started to explain the virtues of his road. Mr. Leahy informed him that he was going to return via the Rock Island, and Mr. Miller kept urging him to take the Northwestern.

Finally Mr. Leahy gave Miller his card, and the subject was changed.

MAINTENANCE OF WAY MASTER PAINTERS' CONVENTION.

The eleventh annual convention of the Maintenance of Way Master Painters' Association of the United States and Canada was held in Detroit, Mich., on November 17th, 18th and 19th at Hotel Tuller.

This was one of the best and most enthusiastic meetings ever held in the history of the association. The members were very punctual in their attendance at the meetings. Representatives of practically every road in the country were present at the meeting. The meeting was a live wire from beginning to finish. A good attendance of women were present at the meetings.

Mr. C. H. Plummer, Rock Island paint foreman at Topeka, Kans., is president of the association. Mr. Plummer took his wife, daughter and two sons with him.

All of the present officers were re-elected to hold office for another year. The next meeting of the association will be held at St. Louis, Mo., on October 19th, 20th, and 21st, 1915.

CAR GOES 28.7 MILES ON GALLON OF GASOLINE

Red Crown Shows Remarkable Test.

Judged by C. A. C. Committee.

Surprising results were obtained recently in Chicago, when in a distance test on the boulevards, a 1915 big six went 28.7 miles on a gallon of Red Crown gasoline. The test was made to demonstrate the fuel economy of high test gasoline, by the technical committee of the Chicago Automobile Club.

Red Crown gasoline, 58 test, was decided upon by the judges and drivers as the best gasoline to be used. All through the trip the clutch was not slipped, except when traffic congestion made it necessary. The dash adjustment on the carburetor was disconnected, and in order that the test be a fair one, the fan was in operation throughout the run.

Next came the acceleration test. With the carburetor adjustment the same as during the economy run, the car was driven from standing start to thirty miles an hour in 12.45 seconds. The flexibility test saw the car run at four miles an hour, then speeded up to forty-four.

This test proves that the six is not an excessive fuel consumer, where the best gasoline is used.

RESOLUTION OF SYMPATHY PASSED BY IOWA DIVISION SAFETY COMMITTEE.

Whereas, our heavenly Father in His infinite wisdom has taken from our midst our beloved district safety supervisor, Mr. C. H. West, whose death occurred on October 17, 1914, and, whereas, we deeply grieve at the loss of so faithful a brother and co-worker, and realize the sadness brought to the hearts of his beloved family and friends, as well as the Iowa Division Safety Committee, of which he was an honored and beloved member;

Therefore, be it resolved, that the members of this committee, in meeting assembled at Valley Junction, Iowa, this 7th day of November, 1914, extend to the family our heartfelt sympathy in their sad hour of bereavement, and we hope they may see the hand of God and be submissive to His divine will.

And be it further resolved, that a copy of these resolutions be spread upon the minutes of our meeting, one be sent to the bereaved loved one's of the deceased member, and one be forwarded to the Employees' Magazine.

(Signed) COMMITTEE.

SAFETY-FIRST ON THE SOUTH- ERN DIVISION.

Bowie, Tex., Oct. 29, 1914.

Mr. W. J. Scerber, Mr. John Mershon,
Bowie, Texas.

Gentlemen—Following up my conversation relative to three little boys named Homer Strickland, Everett Horn and Ray Mershon, trespassing on our station ground and switching yards at various times, beg to advise that I am writing this letter to each of you gentlemen to ask your earnest co-operation in assisting me to keep those little boys away from this station and our yards, as it is almost an absolute certainty that they are sooner or later going to get badly injured or possibly killed. I think you understand clearly the great danger connected with these boys trespassing on our station grounds and yards, one or the other of them are liable to lose a limb or arm or hand, maiming them for life, incurring an expense to the parent, together with the sorrow connected with the maiming or possible death of the little fellows, and while we are going to do all possible and are doing all possible

to avoid injuring people who trespass on our property, yet at the same time a great many unavoidable accidents happen and just one of these accidents might happen to one of your boys with the results that I have already mentioned. Therefore, I again ask your co-operation to assist me in keeping these boys away from our station and yards.

Yours truly,

(Signed) E. H. BLOUGH, Agent.

INGRATITUDE.

By P. J. Delahunt.

Is it little that we wonder,
As we look sometimes asunder,
And count on little fancies to ascend,
When we work with all our might,
Trying to do each thing just right,
And find our partner's but an untrue friend?

Is it little things like this
That sends our mind amiss,
That makes us almost doubt the One who made us,
When we help each one we can,
It must hurt the average man,
To find the same ones struggling to degrade us.

It seems the more we try,
Success is sure to die,
Then we wonder why ambition is subdued,
It seems as though we're bound
To have our efforts crowned,
With nothing less than pure ingratitude.

We find a fellow plucky,
Who sometimes strikes it lucky,
Attains success and really acts the part.
Do we give this fellow credit
Or mark him on the debit,
When he forsakes the friends who helped him start?

He's master, say today,
But who knows when he may
Fall back with those who with contempt he viewed?
He finally sees they've won,
He's had his chance, he's done,
And branded with the mark, "Ingratitude."

If you're on top today,
Don't lose your hold, but stay,
Hold up your reins and stick right to the saddle.
If you find a fellow stuck,
Just remember you had luck,
And help him win the long and tiresome battle.

Lend a hand to all the rest,
Life's a struggle at its best,
The easiest roads with piercing thorns are strewn,
Your efforts will be pleasure,
For those you'll always treasure,
Are the friends who ne'er forget their gratitude.

EMPLOYEES WHO HAVE BEEN PENSIONED

Name.	Occupation,	Location.	Effective.
Daniel R. Salmond,	Pumper,	Horton, Kan.	10-1-14
Peter Zuber, Sr.,	Agent,	So. Amana, Iowa.....	10-1-14
Geo. J. Dennis,	Section Foreman,	Harvey, Iowa	12-1-14
Louis Koll,	Shop Laborer,	Horton, Kan.	7-1-14
Abner Thos. Elwell,	Passenger Agent,	Council Bluffs, Ia.....	7-1-14
Ole Peterson,	Section Laborer,	Morse, Iowa	5-1-14
Andrew Holmgren,	Cabinet Maker,	Chicago, Ill.	11-1-14
Richard McGuire,	Crossing Flagman,	Morris, Ill.	4-1-14
Isaac A. Watson,	Jt. Tr. Baggage-man and Expressman,	Chicago, Ill.	10-1-14
Patrick Wm. Hynes,	Car Repairer,	Cedar Rapids, Ia.....	6-1-14
Isaac Peter Smith,	Locomotive Engineer,	Eldon, Iowa	7-1-14
Frederick C. Schultz,	Locomotive Engineer,	Val. Jct., Iowa.....	7-1-14
Walter E. Wilkins,	Fireman,	Cedar Rapids Div.	9-1-13
Wm. Simmon Ryan,	Passenger Brakeman,	Cedar Rapids Div.....	11-1-14
Felix J. Sevcik,	Lab'r, Machine Shops,	Cedar Rapids, Ia.....	5-1-14

PENSIONERS WHO HAVE PASSED AWAY

Name.	Occupation.	Location.	Died.
Howard Case,	Pass. Conductor,	Newton, Ia.	6-12-14
Michael Farrell,	Section Foreman,	Livermore, Ia.	7-30-14
Thomas Gibney,	Stationary Engineer,	Horton, Kan.	8- 6-14
Isaac Peter Smith,	Locomotive Eng'r,	Eldon, Ia.	9-11-14
Frederick C. Schultz,	Locomotive Eng'r,	Valley Junction, Ia.....	9-15-14



A. J. Hitt, Local Freight Agent, Chicago, and Office Force.



THE RAILROAD'S SALESMEN.

Every railroad ticket agent is potentially a salesman. One of the important phases of his duties is to sell to the public the only commodity the railroad has to offer, viz: transportation. Every ticket agent should, therefore, put forth a constant effort to thoroughly familiarize himself with the strong selling points of the railroad by which he is employed, for use in convincing possible patrons of the advantage of purchasing their transportation from him and his particular railroad.

The Rock Island has almost innumerable advantages over many of its competitors in the western territory and every ticket agent and passenger agent should thoroughly familiarize himself with them.

For instance, the diverse routes offered through, and in many cases local, passengers by our diverging lines linking many important commercial centers and territories, should appeal to many travelers and prove the final argument that induces him to purchase his ticket via Rock Island lines.

Liberal stopover privileges offered on certain tickets is another argument that should not be overlooked.

The Englewood Union Depot, offering connection between our trains and those of five of the prominent Eastern lines, is another selling argument that should appeal very strongly to many through travelers. By saving the passenger half an hour or more, the connection at Englewood Union Depot often insures catching an Eastern train that would be missed if the passenger continued his journey into the city depot in Chicago proper. Besides the traveler avoids the discomfort of the crowded loop district of the city and the bus transfer between depots.

The railroad ticket offices maintained in commercial centers from coast to coast, not only by this railroad, but by our friendly connections, may if called to his attention finally decide a doubtful passenger to "Go Rock Island." It may be a source of great relief to an inexperienced traveler, and more especially to women traveling alone, to know that in a strange city, such as New York or San Francisco, there is a Rock Island ticket office and a Rock Island representative, who will only be too glad to advise and to serve Rock Island patrons in any reasonable and consistent way.

The above are only a few illustrations of the many selling points regarding Rock Island Lines. Just as the salesman of a commercial organization familiarizes himself with the advantages and virtues of the goods he sells, so every ticket agent, if he wishes to achieve success and serve the company which employs him with efficiency and credit, should familiarize himself with the advantages offered by his railroad, and should use them with his patrons.

FARES FOR CHILDREN.

The attention of employes (and more especially of ticket agents, gatemen and conductors) is called to the importance of securing collection of proper fares for children.

Between any two points in Kansas or New Mexico children who have reached their sixth birthday, and who have not reached their twelfth birthday, are legally required to pay half-fare. Between all other points on Rock Island Lines children who have passed their fifth birthday, and who have not yet reached their twelfth birthday, are legally required to pay half-fare. Between all points, after passing their twelfth birthday, full-fare tickets are required.

Conductors frequently find on trains adults with children for whom no tickets have been provided, and the claim is usually made that they were advised that children would not require tickets.

Ticket agents should be on the alert to advise passengers accompanied by children of legal fare age, when they are purchasing their tickets, that half-fare or whole ticket, as the case may be, will be required and passengers advised to purchase proper tickets for the children before attempting to board trains.

Gatemen and train employes guarding entrances to trains should require guardians to exhibit half or full fare tickets for children in their charge, according to their age, and passengers should be required to purchase necessary tickets for such children before being allowed to board trains wherever possible.

Familiarize yourselves thoroughly with this subject, as outlined in Circular No. R-578, issued August 15:

"The fact should not be lost sight of that it is the legal duty of the passenger to pay the proper legal fare for any transportation

received, just as it is the legal duty of the railroad to collect the legal charge for any service performed. Conductors have, therefore, been supplied with printed slip (Form 190) to use in connection with collection of children's fares on the train."

A little co-operation on the part of all employees concerned with the ticketing of passengers with children and admitting them to the trains, will relieve the conductor of what is at times a disagreeable duty in collecting fares for such children, and will also induce a better understanding of the matter on the part of the passenger.



RAILWAY DEVELOPMENT MEETING.

Chicago had the pleasure, early in November, of entertaining the semi-annual meeting of the Railway Development Association, an organization composed of the industrial, agricultural and immigration agents of the railroads of the United States and Canada. Sessions were held at the La Salle Hotel and a feature of the meeting was an exhibit of literature and photographs and charts, illustrative of the development work done by various lines. The attendance was far better than expected, representatives coming from every part of the country, including the Pacific northwest and Canada, as well as the southeastern lines.

Social features were subordinated to business. There was a banquet on the evening of the 10th and a luncheon given the visiting members by the Chicago Association of Commerce on the 11th, at which John T. McCutcheon, the Tribune's famous cartoonist, told of his recent experiences in war-ridden Europe. At the banquet the chief speakers were Mr. W. L. Park, Vice-President of the Illinois Central, and Mr. Samuel O. Dunn, Editor of the Railway Age Gazette. Their addresses were of such exceptional merit that the association decided to have them printed and placed in the hands of the executive officials of every railroad in the country.

A day was added to the session, in order to enable the delegates to avail themselves of the opportunity to inspect the Chicago Belt Line terminals and switch yards, a special train being provided for that purpose. The inspection party was in charge of Mr. Frank A. Spink, Traffic Manager of the Belt Railway of Chicago. The special made a stop at the Sears-Roebuck plant on the West Side, where luncheon was served. Mr. A. B. Schmidt, a former Rock Island official, now Traffic Manager of the Sears-Roebuck Company, acting as host.

Mr. H. M. Cottrell, Agricultural Commissioner, was chairman of the program committee, but because of absence from the city prior to the meeting he left details in the hands of Mr. J. C. Clair, Industrial and Immigration Commissioner for the Illinois Central, to whose able and untiring efforts much of the success of the convention was due.

Visiting ladies were entertained at a tea in the fountain room at Marshall Field's, Mrs. J. C. Clair being the hostess. There was also a theater party, the out-of-town visitors being guests of the Chicago members at a performance of "Potash and Perlmutter."

The next session will be held in May, 1915, at Minneapolis, the development men of the Twin Cities railroads sharing equally the duty of caring for the gathering.



BUSINESS MAN'S APPEAL FOR THE SQUARE DEAL

There is much of encouragement in a letter recently written by Mr. Lorenzo Norvell of Fairbanks, Morse & Company to R. A. Cavanaugh, Secretary of the Illinois Commercial Men's Association, anent the effort of the latter to enlist 100,000 traveling men, who are members of that organization, in a campaign to prevent a slight increase in the charge for mileage tickets on Eastern lines. Mr. Norvell is a member of the organization, and as such he resented the action of its secretary in attempting to incite the membership to a protest regarding a matter that does not come within the province of an insurance organization. Mr. Norvell's letter, which appeared in the Railway Age Gazette, reflects the sentiment of many thinking business men, who realize that the railroads have suffered untold harm as a result of ill-advised opposition to any effort made by them to procure a fair return for service rendered. Following is a part of Mr. Norvell's letter:

"I deny that there is any disposition on the part of railway officials to antagonize traveling men as a class. I further deny that their attempt to secure increased rates is in any way striking at the bread and butter of traveling salesmen. On the contrary, they are making a last effort to conserve their properties and I share the opinion of a great many business men that the men who are now handling our great railroad properties are to be commended for their magnificent courage against such overwhelming odds and that they should receive the united support of commercial houses and traveling salesmen throughout the country. They are our natural allies, and their mission is just as important as that of the traveling salesmen.

"Our great need today is service. We want trains in plenty to enable traveling men to get over their territory quickly without loss of time. We also want our freight handled promptly and when we get service we should be fair enough to pay for it. You have stated that the railroads have not increased their mileage rates for a period of thirty years, and I submit to you in all fairness that it is time for an increase, as there is no comparison between the service of the present day and thirty years ago. You have stated that there will be no objection to raising passenger rates on single trip tickets. Why look at the question from your side only? As a matter of fact, I can-

not see why traveling salesmen should get a better rate on transportation than individuals, particularly when in nine cases out of ten the firm for whom the man is traveling pays the bill.

"We are now facing a very grave condition—not a theory—and if there ever was a time for the doctrine of 'live and let live' it is before us now, as the railroads throughout the country are losing money every day they operate, regardless of their utmost efforts to economize in every direction.

"You propose to ask the Interstate Commerce Commission to fix a price on a service without any reference whatever to their gross income and expenses, and yet there isn't a man in our entire organization that would consider it anything but an outrage if the same doctrine were applied to any commercial institution in this country.

"There has been entirely too much agitation against railroads and the cause for this agitation which originated long ago has passed, but the railroads are still reaping the results, and I submit to you that any traveling salesman in this organization

know of many railroad towns where the shop forces and maintenance forces have been cut down to such an extent as to seriously impair the business of the merchants with whom that salesman does business in that town.

"According to your theory, you would cut down their forces and keep the salaries of their employes at a minimum in order to put bread and butter into the mouths of traveling salesmen, and I submit that you would be fooling yourself all the time, because the salesman's welfare is indissolubly connected with that of the railroad man.

"You would appeal to the Interstate Commerce Commission for relief in this matter, and yet you have lost sight of the fact that thirty years ago we did not have an Interstate Commerce Commission, and that the existence of the Interstate Commerce Commission at this time has made it necessary for the railroads to spend hundreds of thousands of dollars, in fact, millions, for the purpose of keeping records in order that the commission may supervise their business methods for the benefit of the people of the United States."



NEW GRAND CENTRAL PASSENGER STATION AT MEMPHIS, TENN., RE-
CENTLY OPENED.

The New Grand Central Station Was Recently Opened at Memphis, Tenn., Affording Service Jointly for the Rock Island Lines, Illinois Central, Frisco and Yazoo & Mississippi Valley Railroads. The Station Is But Two Blocks From That Occupied by the Louisville & Nashville, Iron Mountain, Cotton Belt and the N. C. & St. L., and Is Convenient to the Business and Hotel District, With Street Railway Service to All Parts of the City.

The Building, Which is of Roman Doric Type, Is Eight Stories in Height and Occupies, Exclusive of Tracks, Train Sheds and Viaduct Approaches, a Space of 250 x 150 feet. Cost of the Structure, With Attendant Track Work, Etc., Was \$2,000,000.



To make a small portion of mayonnaise dressing go a long way add it by the spoonful to the beaten white of an egg and continue to beat it until all the dressing has been used.

*

Only plants that demand a great amount of moisture should be kept in jardinières. Excessive moisture causes roots to decay, and many flowers soon die unless given plenty of air.

*

A good play dress for a child can be made from a man's worn shirt. Cut it Dorothy style, and the work is very little, not to mention the saving in the youngster's clothes.

*

A child's hair ribbon musses very quickly if tied each time it is used. Make the ribbon into a bow and tie to the hair with a short piece of baby ribbon the same color as the bow. By this means it is securely fastened and the bow kept fresh.

*

A weak solution of carbolic acid applied carefully to ink stains on carpets will remove them. If this changes the color it may be restored by ammonia water.

*

Cut glass looks clearer when washed in tepid water and brushed with a dry bristle brush.

*

Salt sprinkled on a carpet before sweeping reduces the amount of dust that arises.

*

In cooking very sour fruits, put in a very little salt, and much less sugar will be necessary.

*

Stair carpets should be heavily padded if one desires them to wear well.

Table oil cloth can be utilized for other purposes than its name indicates. It can be placed on kitchen and bath room walls when smooth by adding a little glue to the paste.

*

To polish stoves use boiled linseed oil on the steel parts. Rub well with a woolen cloth.

*

In sewing on buttons in goods that have a great deal of wear, try sewing them on by placing a toothpick under the button and then sewing in the usual way, being careful to fasten the ends firmly.

*

Tomato is said to be successful in many cases in removing ink stains from white materials, such as handkerchiefs, muslin frills, etc. It must, however, be used as soon as possible after the mishap has occurred. A clean piece of blotting paper should be laid under the stain, and a slice of raw, ripe tomato rubbed over the surface, fresh pieces of blotting paper being substituted until the ink spot has vanished.

*

Get some bitter apple from the chemist, crush it, and sprinkle it among the clothes. You will find it the finest thing on record for keeping moths away from everything, and one can use garments at a minute's notice, as there is no smell left by bitter apple.

*

Mildew stains are sometimes a source of great trouble, and are difficult to remove unless you know just the right way. Rub a little soap over the mildew spots, and on top of this a little chalk and lemon juice. If the garment is then put out in the sun for a couple of hours and afterwards washed in the usual way, the spots will disappear.

**A LETTER OF APPRECIATION FROM
ONE OF OUR PATRONS.**

North Topeka, Kansas, Sept. 14th, '14.
Voiland Clothing Co.,
Men's Outfitting.
Elmer F. Strain,

C. R. I. & P. Ry.,
Topeka, Kans.

My dear Mr. Strain:—

The time-worn fallacy that a good article needs no advertising should be taken out into the air, laid over a line and beaten.

A man who lives in the woods, tho he make a better article than anyone else is making, will have a romantic, slow and sure death by starvation unless he lets the world know just in what part of the woods his shop is located.

The above crudely expressed thought not only has to do with a retail business like the Voiland Clothing Company, but also a great industry like the Rock Island Railroad, and I am writing this brief epistle for the sole purpose of advertising the Rock Island freight service to you. I think everyone will agree that you are a fine type of railroad man; that you know much about "rates," and "despatch," and "service," and what-nots of the freight service of yours and the other fellow's railroad, but you don't know it all, by a long shot. Listen:

Thursday, September 10th, I ordered by mail a quantity of shoes shipped from St. Louis. Part of this order was wanted for delivery to a customer early Monday morning, so it was decided to have that part of the order come forward by parcel post, leaving the remainder to trail by freight, via the Rock Island. Our shipping directions were followed religiously, but our calculations on rapid transit were at fault. Monday morning, bright and early before the postman appeared at the front door for admittance, the transfer company wagon backed up at our rear door with freight. The Rock Island freight had beaten the Parcel Post from St. Louis to Topeka by four hours. I call that some railroading. I am sure you never made the extravagant claim that your road could do such a thing as beat the Parcel Post—no matter how badly you might have wanted business—so I am doing it for you. It is unusual to find a person out saying nice things about a railroad, but I recall the words of the wise bard of Avon, who once said, "Good things should be praised."

Sincerely,
(Signed) FRED VOILAND.



"My wife and myself had another foolish quarrel."

"About what?"

"About where we would go if we had money enough to travel."

—Washington Herald.

Miss Mary C. McCulloch, supervisor of kindergartens for the board of education tells this story. "When a child starts to school it is provided with a blank to be filled in by its parents. Only simple questions are asked, such as the date and place of the child's birth, the nativity of its parents, etc. Little Susie was given one of these blanks, with the other new scholars, when she applied for admission to one of the kindergartens in the North End. All were told to have the blanks filled out and return them to school the next morning. When Susie came to kindergarten the day following something was wrong. She began crying almost as soon as she entered the room, and refused to be comforted. The cause of her grief did not develop until the blanks were called for. Then little Susie sobbed: 'I forgot my excuse for being borned.' "



AN ODE TO BROTHER COFFMAN.

Coffman is his name,
Face and "tummie" look the same;
Jolly and fat and round as a dollar
Always the same, never a holler (hollow)

He's some sleuth, too, take it from me
Why he's just as clever as can be
If a man has rheumatism, so does he
Gee, he can be just as sick as can be.

But he's a fine man and we all think him
great
If he continues to talk at the same rapid
rate
And enjoy life and have lots of fun,
The little, fat jolly son-of-a-gun.
"UNANIMOUS."



FROM MR. FARMER

TO CLAIM ADJUSTER

My razorback strolled down your track
A week ago today,
Your 29 came down the line
And snuffed his light away.
You can't blame—the hog, you see,
Slipped thru the cattle gate.
So kindly pen a check for ten
This debt to liquidate.

FROM MR. BROOKS

TO SR. HAYSEED

Our 29 went down the line
And killed your hog, we know;
But razorbacks on R.R. tracks
Quite often meet with woe.
Therefore, my friend, we cannot send
That check for which you pine.
Just plant the dead—place o'er his head
"Here Lies a Foolish Swine."

—Ralph Conrad.

MERITORIOUS SERVICE

Mr. M. B. Gustin, brakeman, Shawnee, Okla., has been credited with ten merit marks for discovery of broken rail on bridge 4747 Oct. 5.

Mr. B. Koepke, yard brakeman, Topeka, has been credited with ten merit marks for assistance rendered in loading shipments at fair grounds, Topeka, Sept. 18.

Mr. H. Swift, conductor, Herington, has been credited with ten merit marks for assistance rendered in re-brassing baggage car, train 4, at McFarland, Sept. 17.

Mr. H. A. Wilkinson, yard brakeman, Topeka, has been credited with ten merit marks for assistance rendered in loading shipments at fair grounds, Topeka, Sept. 18.

Mr. Thomas Miller, yard conductor, Topeka, has been credited with ten merit marks for assistance rendered in loading shipments at fair grounds, Topeka, Sept. 18.

Mr. J. E. Kelly, brakeman, Amarillo, has been credited with ten merit marks for firing engine on train 91, Oct. 27, from San Jon to Tucumcari, account fireman taking sick.

Mr. C. Hilbrand, engineer, McFarland, has been credited with ten merit marks for action in assisting to repair broken tank truck engine on train 27 near Agenda, Oct. 8.

Mr. J. Shepard, brakeman, McFarland, has been credited with ten merit marks for action in assisting to repair broken tank truck engine on train 27 near Agenda, Oct. 8.

Mr. W. A. Lanham, brakeman, Herington, has been credited with ten merit marks for repairing bond wire on automatic block signals when found broken on Oct. 4.

Mr. George Gebhart, engineer, Pratt, Kansas, has been commended for his efforts in packing throttle of engine 1509, train No. 80, Oct. 2, 1914, when an engine failure was avoided.

Mr. E. R. Carter, section foreman, Agenda, has been credited with ten merit marks for action in assisting to repair broken tank truck engine on train 27 near Agenda Oct. 8th.

Mr. G. S. Shafer, conductor, McFarland, Kans., has been credited with ten merit marks for action in assisting to repair broken tank truck engine on train 27 near Agenda, Oct. 8.

Mr. E. Williams, Pullman porter, deserves special mention for assisting in chaining up baggage car on 46, night of Nov. 17, at Wheatley, Ark., helping them to get moving.

Mr. R. P. Dalrymple, train baggageman, Kansas City, Mo., has been credited with ten merit marks for action in assisting to repair broken tank truck engine on train 27 near Agenda, Oct. 8.

Mr. J. M. Stockburger, brakeman, El Reno, Okla., has been commended for his loyalty to the company in firing engine No.

2137 when regular Fireman Faulkner was injured, October 17.

Mr. W. L. Hogen, train baggageman, Kansas City, Mo., has been credited with ten merit marks for action in assisting to repair broken tank truck engine on train 27 near Agenda, Oct. 8.

Mr. C. E. Dailey, conductor, Herington, has been credited with ten merit marks for firing engine from Woodbine to Herington Oct. 9, when the regular fireman Pelter's hours of service had expired.

Mr. C. F. Nichols, operator, Yukon, has been commended for finding of broken rail on interurban crossing at Yukon on the morning of the 24th, when he reported immediately and probably avoided an accident.

Mr. P. J. Whelan, engineer, Peoria, has been credited with ten merit marks for his voluntary action on Sept. 28 in assisting in re-railing of and the handling of engine 72, after being derailed, to the round house at Peoria.

Mr. Leonard Myers, fireman, with Mr. W. T. Reedy, P. P. Hileman and D. A. Dacey, switchmen, all of Waterloo, Iowa, each given five merit marks for good work performed at that point Nov. 10, after Engineer Harned had taken sick.

Mr. M. H. Kelly, fireman, Estherville, Iowa, has been credited with five merit marks for firing engine 1304, train 419, Nov. 6, 1914, Clarton to Estherville, with fire door on engine broken off, bringing train into Estherville on time.

Mr. J. W. McCoy, brakeman, and F. G. Pettigrew, brakeman, were each given five merit marks for brassing Frisco 28077, standing at Jamesport. These men were flagging on work train and gave this car attention during their spare time.

Messrs. B. Bowen, engineer, and A. G. Brauchie, fireman, of Amarillo, rendered very valuable assistance in repairing a coupling on coach 2027 in train 43 at Jericho station recently, and by their efforts a considerable delay to this passenger train was avoided. Their services in this case are very much appreciated.

Mr. Ray W. Smith, section foreman at Jennings, has been credited with ten merit marks for calling attention of dispatcher to something dragging on freight train, enabling dispatcher to have train stopped, and on inspecting same found sand board down, which would undoubtedly have derailed train in a short distance.

Messrs. A. Calder, conductor, J. C. Boynton, brakeman, R. L. Eubanks, brakeman, A. C. Hefner, fireman, E. G. Wilmoth, section foreman, of Amarillo, are all to be commended for valuable assistance rendered in making repairs to engine 1444 on train No. 91 at Erick on Sept. 18, as by their efforts a considerable delay to this train was avoided.

Mr. R. H. L. Tomlinson, operator, Geneseo, Ill., has been credited with five merit

marks for his watchfulness on September 30 while Extra 1682 was pulling by Geneseo. During his hours of service he was on the platform and noticed sparks flying from a car in this train and gave a stop signal, and investigation developed that a drawbar had been pulled out of this car.

Mr. C. H. Plumb, conductor; H. C. McCullough, flagman; H. C. Reed, porter, Ft. Worth, have each been credited with five merit marks for their work on Sunday, Oct. 25. They handled chair car No. 613 from Fort Worth to Paradise, where it was necessary to leave the car for use on train 743, and that when they received advice that this car was to be put in service they investigated the condition, it was found to be very filthy and not fit to be used without cleaning. They took it upon themselves to clean this car between Newark and Paradise, so that it might be in reasonable condition to be used.



APPOINTMENTS.

Effective Nov. 4, Mr. P. J. Reynolds was appointed acting roadmaster, headquarters Rock Island, jurisdiction over the territory from M. P. 170.75 to connections with Iowa and Missouri Divisions, West Davenport, also territory Rock Island to Milan, including the Cable and Sherrard branches, vice W. E. Haberlaw, transferred.

Effective Nov. 4, Mr. W. E. Haberlaw was appointed roadmaster, headquarters at Peoria, jurisdiction over Subdivision 2-A and that portion of Subdivision 3 between Peoria and Milan, vice J. P. Bell, resigned.

Charles O. Huber has been appointed adjuster at Trenton, Mo., effective November 1, reporting to W. C. Cartledge, claim agent at Topeka, to succeed C. K. Brooks, resigned.

Effective Nov. 20, the duties of Mr. C. A. Searle, general baggage agent, were extended to include supervision of express traffic.

Effective Oct. 17, Mr. Willis C. Dempster was appointed car foreman at Pratt, Kansas, vice T. J. Butler, transferred.

Effective Nov. 9, Mr. Wm. McElrath was appointed road foreman, St. Louis and Kansas City Terminal Divisions, vice J. H. Wood, promoted.

Effective Nov. 15, Mr. A. F. Pilcher is appointed general agent in charge of all freight, passenger and transportation matters, with headquarters at Sioux Falls, S. D.

Effective Nov. 1, Mr. R. J. McQuade was appointed foreman of locomotive department at 47th street shops, Chicago, Illinois, vice Mr. H. D. Van Valin, resigned.

Effective Oct. 8, Mr. Bert Smith was appointed general foreman at Elden, Mo., vice W. H. Burleigh, transferred to Armourdale, Kans.

Effective Nov. 1, Mr. S. E. Mueller was appointed general foreman at Rock Island, Illinois, vice Mr. R. J. McQuade, promoted.

Effective Oct. 1, Mr. W. F. Moran was appointed round house foreman, Shawnee, Okla., vice A. Hamilton, promoted.

EMPLOYEES DESERVING SPECIAL MENTION FOR INTEREST IN PROMOTING EARNINGS OF COMPANY BY SOLICITING BUSINESS.

Mr. J. H. Mulligan, pensioner, Mt. Zion, Iowa, is again to be congratulated for his efforts in securing a shipment of five cars Chicago stock from competing territory and being routed over our line. Also this resulted in increasing revenue of a car of stock cattle being bought in Chicago and shipped to Mt. Zion by the party who made the shipment of five cars of stock.

Conductor F. C. Earl, on the Decorah branch, recently interested himself in securing business for the Rock Island by ascertaining the final destination of passenger ticketed to Oelwein and found this passenger was going to Council Bluffs. He induced the passenger to go via the Rock Island all the way rather than using another line. This brought the Rock Island a nice revenue and shows interest in the company's welfare.

Mr. C. D. Ohler, conductor, Des Moines, is to be commended for interest which he took in securing three passengers for our line from Lineville to Ottumwa who had contemplated taking another line.

Mr. E. B. Bailey, night car inspector, Oklahoma City, Okla., is to be commended for his efforts on the night of October 26 in securing two passengers over our line to Dallas, Texas.

Mr. Geo. B. Swan, who is one of our retired employes on pension at Davenport, has the good of the company at heart, and does not consider himself too old to still work in our interest. He recently secured the King's Daughters of Iowa over the Rock Island Lines from Davenport to Burlington and return, consisting of 25 people.

Mr. E. C. Sternquist, day checkman, La Salle Street Station, Chicago, recently secured two passengers for Denver who were planning a trip over a competing line. This co-operation and interest in the welfare of the company is certainly appreciated.

Mr. C. E. Reed of Oklahoma City is to be commended for being instrumental in routing a party of Arabians over Rock Island rails from Oklahoma City to Fort Worth recently.

Mr. M. E. Stansbury, conductor, Shawnee, Okla., deserves special mention on account of being responsible for the routing of seven and one-half tickets over our line from Duncan to Emlenton, Pa., as this business we would not have gotten if it had not been through his efforts.

Mr. P. E. Easley, engineer, Amarillo, was recently instrumental in securing passenger over our line from Amarillo to Shamrock; also through his courtesy to this passenger he has decided to use our line from Amarillo to Galveston in the near future. Such assistance as this is greatly appreciated.

Mr. J. L. Slater, engineer, Herington, has been credited with ten merit marks for passenger business secured for this line recently.



ABNER'S BRIEFS FROM THE ARDMORE BRANCH.

G. "Hiram" Y.

Sam Alldredge has returned to his run, 651-652, after having a fine trip to California. He is overjoyed at the treatment, while there, by the Germans.

Bill Shakespeare remarked this life was as a drama—everyone has his part to play—so Mack's part is to watch the chickens up in the baggage car, while Jack Spurlock looks after those in the chair car and coaches. Jack is the leading man there all right.

In regards to the tax the Germans placed upon a certain city in Belgium, we would like to call the attention of our own assessor, even though he is part Dutch, this is Oklahoma, and the Kaiser was bumped before he was assigned.

Abner Bilkins says D. A. Sweet thinks more of some old coins than he does of Unchuka, with reference to the difference in whistling at the two.

Who can complain of business on the branch? O, well, Hiram has some hogs that want it all, also.

The old-fashioned father who used to sleep side by side with four more of his brothers, and three more country cousins at the foot, now has a son that flops four seats facing each other in the chair car to have room for his feet. But he "paid for that, or any other privileges," so that's different.

Next to having to race out for an extra west at 3 a. m. and it snowing, there is nothing more encouraging than chaining one up behind the crummy in a rain storm.

The agent at Olney will take out a policy on his hound after noticing the advertisement in the Shawnee News, that a reward would be given for a certain kind of a pup, if brought to Meek's meat-grocery store—they have a butcher shop in connection, don't you know.

A certain fellow belonging to our neighboring republic says he loves his native land all right, but had to leave it before breakfast. Outside of that, he says Gen. Villa is O. K.

Some people stick their head out of car windows to see the sights and others prefer a job as iceman.

Calup Hanks, while feeding stock, was run down and hooked, between the grainery and seed house, by a masculine representative of the cow family. He can't say how bad he is hurt until he gets time to lay off and see a lawyer, Calup used to work for the railroad.

Ed. Liler, cond. on 681-682, wants to know who remembers the good old days when Old Virginia Cheroots was the standard.

Tom Cook in his book he wrote, "Helpful Hints for the Household," tells us that a little sand sprinkled on our bread will keep the butter from slipping off. The grit of some people.

The pumper at Milburn remarks that, next to finding out what the correct war news is, there seems to be nothing more impossible with some people than growing a mustache.

The safety meeting of the S. I. Div. for October was held the 20th at Shawnee. Quite a bunch was there and the spirit of the movement was never better. Many helpful hints were given out by Mr. Reddig, Mr. McNeerney, Mr. Dick and Mr. O'Neil, and others. It was ever thus, "that to mix a little humanity in with tasks of life makes our narrow path seem wider."

And what did you manifest yourself as being thankful for on Nov. 26?

A man who can climb into one of our 89 thousand series coal cars with two grips weigh-

ing seventy-five pounds each, without a wiggle or a wobble, is about the first to holler about a step box being low, and wants the coach windows screened to keep the cinders out of his hair, if put off the freight and made to wait for the passenger.

O. Hatfield, cond. on 683-684, says, speaking about force of habit, some barbers still think they are on the farm and are either cutting sprouts, chopping cotton or scraping hogs. Now, that IS something to worry about.

Kinsell, the mail clerk on 651-652, says the greatest four-flusher these days is the gink who is always squawking about styles for women.

A certain judge in Wis. rules that divorced people marrying again in his state during 1907 will have to get married all over again. Now, isn't there some way of making Okla. read Wis.?

This judge is either wanting to run for office again, or is the owner of a nice farm, remarks the roundhouse foreman at Ardmore.

To accomplish the so much wonderful feat of catching a train faster than anybody else used to be ideal of some brakemen. It has given away, however, to the desire of reducing statistics on accidents caused by carelessness—in other words, the safest way round is the surest way home.

The roadmaster says, regarding the chinks, one of the ways of obtaining money under false pretence is—er? He doesn't want to say it, but what he means is, whoever heard of a turkey gobbler crowing and having feathers like a "dommer-necker"?

The section foreman at Wapanucks says, uneasy lies the man who puts too much confidence in store bought eggs.

Some of the boys of Ardmore that attended the state fair haven't gone into the poultry business yet, but all they saw while there was the show; that sure had some fancy chickens.

There are many ways of telling when a lantern or a lubricator is full—without waiting until it runs over.

Jack Frost says to the "tommatoe" plants and flowers, Wilt thou? And they did, even as you and I.

A certain car man at Ardmore says, speaking of poultry, there is a different way to call town chickens than country ones, which is as follows: Fix your mouth for a low, soft whistle as though you were calling to a horse—now whistle, and cross the street and see how it works—the main thing is to call a horse, but keep your mind on chickens. Now, see how it works, try it on your piano as well as the next chicken going down the street.

A marked improvement is being noticed all along the branch with reference to the track conditions—which means all have considered that team work is the only thing when a big pull is to be made.

A married man may frame up and prove an alibi, but it won't fool anyone but himself—same way with a certain passenger brakeman "proxiding" his hair.

The agent at Teshomingo remarks that some people would ask for a schedule to go to work at 12 noon, take an hour for dinner, and quit at 1—if they thought they could get it.

They say Mexico may have a holy war. Well, what kind of a war have they been having down there, anyway? It seems from reports if one stays long enough with it as it is, they have a good chance of being full of holes.

The Blanco Busted Air Hose remarks that "there aren't so many rich people since the income tax became a habit." No, and if the eugenic marriage law gets to working there

won't be so many young folks getting out of work by playing sick.

Yes, Abe, we have noticed the bond of sympathy existing between two fellows with the same engine trouble, and will say that two women whose husbands are still down town and it after 2 a. m., would classify their tribulations under the same trade mark.

The annual painting of most everything in Unchuka red, will not happen this year, as they took up the switch and shipped the target.

St. Paul said, "When we become men, we put away all childish things," but women are different—if you can't get by any other way you just call her "little girl"—ever notice how it works?

Jack Straff says some people are born lucky and rich both at the same time—while others never know the convenience of a Ford or an overcoat.

Alphabetically speaking we understand the next year's styles will still be cut "V" in the back and "C" in front.

The "Rails" of the old school boasts of how they used to do things and laugh at us for the way we switch box cars—but the reward is still out for clinder dodger that can prove that he ever saw a spur track long enough.

Jack Spurlock says there is nothing more provoking than being unable to raise a coach window for some chicken, unless it would be meeting your next door neighbor downtown on the Saturday nights you happen to be in the "show business." You are right, Jack, especially if you are married and some "worthy" says, "Why, no, that wasn't lodge night."

The sec. boss at Coal Gate wants to know who can forget the good old days—when you were a barefoot boy? Not us, neither do we forget that it was always the sore toe that got "stumped" and there was nine more well ones that didn't.

Next to beanery grub all being nearly alike, there isn't nothing bearing more similarity than some water tank "stops" does to a "young" head-on collision.

The woods are full of used-to-be candidates wandering back home after the hopes of their future life were blighted at the recent election, and as a suggestion they should put on false faces as this is squirrel season, don't you know?

Until it becomes popular to do so, there were but few sermons preached from pulpits in the south or in the north against the holding of the Negro race in America in bondage, but someone started it and it spread, so today there are but few people that will tell you that they believe that it is according to the Divine plan to make beasts of burden out of a man or a race of men just because it could be possible to do so. Men have come to an understanding about many things pertaining to welfare of their fellow man, to things that affect a government—this government—things that affect a nation—this nation—and have fortunately been willing to accede to a lawfully constituted majority of those that are affected by the prolonging or annulling of the subject at issue.

And what is the issue that stands out more and more apparent every day than the crisis created in the railroad world? Our railroad world—brother railroad man—your railroad world, Mr. Public? And in speaking to both at once, what is the best thing to do? There are but few people that can say they don't know anything of this issue—the United States railroad situation. They have been largely getting a one-sided argument on the case. Because it has become "popular" it seems to put a seemingly one-sided argument before them—and until the other side—the railroad's side—is presented we cannot expect to come to the understanding that is necessary wherein harmony will prevail and justice to all administered as it should be.

Now then, Mr. Railroad Man, who is it that we want convinced, and by whom do we need to do our arguing? The public and the newspapers. In the first place, the public has either been too busy to protect that which is of the most vital importance to its very existence, or it has, in its maybe well meaning efforts to do what it thought was for the protecting, been placing too much confidence in what we will call demagoguery. The public is the one we want to "stop, look and listen," and the newspapers

are the ones we must get to do our arguing. Sooner or later demagogues must go, and it will be sooner than later, and the sooner the better, if when Mr. Public sees the utter impossibility of forcing something to exist on nothing, and even less. Such editorials as found in, for instance, the Saturday Evening Post, the Daily Oklahoman and, many others here of late, are the kind of arguments that will help us, which will carry conviction, because they are founded on facts, should we as railroad men let such comments pass unnoticed? Should we not personally compliment such efforts to bring about the change that undoubtedly must be brought about, or forced to face the inevitable? Should we stand idly by and say to our employers by our actions that we are willing to see a situation concerning us so much, succumb to demagoguery, appealing to prejudice, and would have the people forget that the United States government is running the railroads through the Interstate Commerce Commission, which establishes rates and prescribes methods; that the railroads of themselves are prevented from meeting, as does other business, the higher cost of supplies and operations and constantly increasing pay rolls? Why not everybody go in person or write to the editor of his home town paper and explain to him the unfairness of the one-sided argument that the public has gotten largely in the past, and ask now the defendant be allowed a hearing through the editorial columns of his paper? It surely won't hurt to try, and you owe it to yourself, your family and your employer. Do it now. Demagoguery won't buy anything if the railroads of this country go bankrupt. They won't supply the needs. Demagogues have been saying a great deal about the plea of the railroads for a 5 per cent increase in rates. The systems have offered argument that the war has interfered with the earnings and a crisis created, but demagoguery asserts that the war has embarrassed other industries, too, and the railroads are no more entitled to relief than they—which is not well taken, the cases are not analogous. Why? Because other business is not run by the government. Yet, even though it is not thus handicapped, a currency system recently was devised and organized for its credit relief. This comparison, between the railroads and other business, then is unjust, for the reason that the former is handicapped and the latter is free. It is unfair to kick an opponent while squeezing his windpipe.

Other business fixes its own prices upon its product or service. When the cost of labor or material advances other business is at liberty to increase its charge in proportion. Not so with the railroads.

Starvation of transportation is false economy and will get nowhere except ruin, for when income is overwhelmed by out-go, railroad securities are regarded with distrust, investors are shy, money is lacking for improvements or extensions or upkeep and credit cannot be sustained, and when railroads are weakened every other industry weakens also, even as you and I, Mr. Conductor, Brakeman, Engineer, Trackman, Shop Man and all.

It should be remembered that one-eighth of America's wealth is in railroads, and that stupendous asset is governed absolutely by a commission of seven men. Competent authority says the destinies of twenty billions of dollars, two million of employees and more than that many stockholders are in the keeping of this commission, which has power to cripple the systems and create such an evil situation as to invite general calamity. Antagonism against railroads seems to be just because they are great corporations, and the hampering and harassing of them to the very verge of ruin, will not adjust differences existing between them and people.

Our side of the argument—the railroads' case then is of momentous concern to the nation at large. They should be allowed, in justice, the right to return fair dividends to investors. If their out-go increases, their income should be increased in proportion. The Interstate Commerce Commission should sit as a jurist, a fair judge, and not as a prosecutor. We have a safety movement to prevent injury—we have movements to reduce claims coming from over, short and damaged freight—and you are no

doubt interested in the welfare of yourself, your fellow workman, your employer—you prove it by reason of helping in these movements. But here is one that you can help wonderfully as well. So start before it is too late to place our argument before the public. We have a good one and that will command attention if once gotten before it. And the best way is, as I said, use the newspapers.



AMARILLO DIVISION.

By "Sorghum Bill."

Rain, rain and rain.
More wheat, more money, more soft track,
Somedays looks like a shame,
But next season we'll all get our money back.

Theo. Beard and his fleet of supply cars always show up this way when we are in bad. His generous supply is always welcome. "Heavy on the stove poker and coal hods this time," never mind the bar across the door.

To prove that it does rain out this way: It was noticed that the Pan Handle pile driver was busy re-driving the South Canadian River bridge at Bridgeport. It just takes a few days to make its journey from the Plains and New Mexico to get to the bridge and all the warnings will not hold the bridge down.

Glenrio Water Station now comes in every detail and the new style "H" Poage cranes make quite an improvement. We can now water the "Mikados" when our genial M. M. feels able to get one on the line.

Latter part of October Harry Luce's tank gang moved to Groom to make some heavy repairs and later to Danville, Ark. They were well fed on Mrs. Murphy's game chickens and watermelons out at Glenrio and ought to be in good trim to go against more game.

Mr. Stuart of El Reno and Chief of the Mechanical Department spent a day in Amarillo and his company is very acceptable and is welcome to our camp any time.

Extra gang made quite a notable improvement east and west of San Jon, N. M., and Bad Lands, although the floods swamped some of his work. Like pig tracks in the snow, you can see he was there. Gus made a cleaning of cinders for the winter. As we have the old style "cinder pit" that only requires semi-annual cleaning, it's a wonderful contraption yet things all come around lovely.

W. D. Hinkle, section foreman at Sayre, was called to Lawton on the death of his mother.

E. G. Wilmoth, section foreman at Erick, has been partly under the weather, due to changeable weather and exposure. He has the finest "Muda grass" lawn on this division, all done by hand and pastime.

Mr. Farley, our genial agent, took a two weeks' vacation and a trip to Mineral Wells, Texas, and whatever was done to him he came back a much improved man. Right back to the old mark; he thinks he has got started right and feels fine. Hope you have, Mr. Farley, a man not well can't do his full duty for himself or others.

Mr. Keck has been looking after the freight affairs and business generally during Mr. Farley's absence. Keck is a good boy and can handle the "biz" fine.

Carl Main of the freight house force, has resigned and will try stock farming out on his ranch in New Mexico. Carl was a good boy at his work.

Engineer Frank Richardson, Ed. Boynton, fireman, and R. H. Turner, foreman of the Sayre roundhouse, and A. M. Dickey all lined up for the usual annual hunt in the mountains in northwest New Mexico. But on the eve of departure it was decided one had to drop out and after skating around the roundhouse and up to the stock pens trying out their new guns Turner and Richardson got their eye on a gopher and both landed on him and sure got him and skinned and quartered him and slung him on a stick for the camp. Ed. Boynton shot the eye out of a butterfly so that put those three on the eligible list. But I was told that they barred Dickey because he got excited at the success of the other three and hauled off to shoot a pet Jersey calf belonging to Pat

Morlarity and knowing that he was a dead shot he sure would get them in bad, so they headed him off and saved the Jersey calf's life, and went out on their hunt without "Dick." Perry Powell said he played off sick and got a layoff. The boys were afraid to chance him because he's a dead shot and he might get color blind and get one of them for a "dear or bar," so the other three went on their way singing. They're on their way to Mexico and will probably return by next New Years day with their prizes.

Who ain't been busy disinfecting stock cars, etc., for foot and mouth disease? Who foots the bill? Not the shipper, not the packer, not the butcher nor even the consumer. But just the railroad company, who had nothing to do with any part of the game except to haul. It's the same old story. Still there are people who will undertake to explain to you how much velvet the railroads are getting. This is a fair sample of how they get it. But to tack a dollar on a car for this work and what kind of a report do you suppose you would hear. The Kalser's big gun would not make an echo in it. While Amarillo Division is progressing nicely it must have been quite a large and expensive proposition at big terminals.

Kaffir, mlo and feed stuff is now moving off fine. Demand for cars is strong and indicates that considerable of this commodity will be moved over this division this winter.

Friday, Nov. 13th, was a lucky day. "Sorghum Bill" started out of Sayre on the 6265; the morning was foggy and misty. It was also the day on which the 4th year on this division was started. Things ran smoothly until about Mile 682 was reached, when Biz picked up and this is the story: Speed, 25 per. Location, on a 6-foot sandy fill. Trouble, car took south side of fill. Bill the north. Distance after derailment to stopping place, car 90 feet. Bill 50 feet under the fence. Cause, a big bob skunk tried to climb over the rail just as Bill's car was about to pass him on the left front wheel. He got his so quick all he could do was to raise a "stink" about it. Bill gathered "Nellie" up and went on with the laddie buck tied on behind. It was comical to see the dogs along stick up their noses and twist their tails and smile and seem to say, "there goes old Sorghum and his Nellie wid a skunk." Old Gus Glinos had a gazabo that had nerve enough to skin him and got 3 quarts of grease out of him and the hide is worth five buck wholesale. Is now in the motor car house. Such is life on the trail of the lonesome pine. I imagine Dickey is humming that to himself now.

Between Bill Lawrence, Perry Powell and McClure somehow they are always framing up something on one or two of the boys. Wait till the hides and scalps come in, that's what will tell who did the hunting and not the buying.

The annual track inspection is now on the docket. Our Mr. VanHecke will be one of the party it is now reported to reach the Plains Nov. 26-27. All the boys are reaching in arm's-length for that prize.

Snow plows are now in order for the fray. According to the caterpillar sign we need not worry for extreme bad weather until about Christmas, then hard all January and February, with a let-up for two weeks for part of March; but a bad two weeks latter part of March. April I will see us out of it. "So mote it be." But we'll take no chances on this being correct. Prepare just the same for the worst then you'll sure be into clear for it all.

By the way the Pelican with 1422 marked on its "Bill" got in the way while Fred Verner was shooting the disinfecting through the cars and got her load on the right wing and beak, of course, like all the rest of this tribe of fowls they are all carefully "kept black." But this load made her look like a snow bank and she's been bad luck ever since. She had a failure. The engineer's house burned up. Guess she needs one of dese tings wot makes 'em step easy and not foam up made when you want them to move. Guess it needs the fellow with a clawhammer coat tail and stovepipe hat with M. D. marked on his tool bag to feel its "Pul"-se. Probably a bronchial affection. I know her wind failed her at one time. But then such is life; see what a good time she's has when she ain't pulling.

Hamilton Watch

"The Railroad

Timekeeper of America"

The men on each side of the Burlington Safety First Button are: top, Conductor Chas. E. Pope; bottom, Conductor Frank Kendien, both Burlington men who have carried Hamilton Watches for years with perfect satisfaction.

The Engineer above the B. & O. Safety First is W. S. Gillette, of the B. & O. Below is Engineer George Eno, of the Chicago-Denver Limited, of the Burlington Route. Both have carried Hamilton Watches for years with perfect satisfaction.

Accuracy First is "Safety First"

Railroading is safe enough, all right, as long as the green eye gleams ahead of you in its good old friendly way, but:—

signals don't make *all* of railroading; and when it comes to perfect confidence, a watch that will keep time to a split second is just about as necessary as knowing the right of way on a dark night.

Let the many men you know who carry the Hamilton Watch tell you about its accuracy and durability.

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton Watch from \$12.25 for movement alone (in Canada \$12.50) up to the superb Hamilton masterpiece at \$150.00. No extra charge for Safety Numerical Dial on new railroad watches. A Hamilton movement can be fitted to your present watch case if you desire.

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—*"The Timekeeper"*

It pictures and describes the various Hamilton models and gives interesting watch information.

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Angelo Glinos of Glenrio was in Sunday, Nov. 15th. There is something on the string.

M. H. Keasler, former agent of Alanreed, is now located at Groom. Busier than a cranberry merchant. If he could talk Dutch he'd go some.

B. L. Burk will go to Alanreed and on days as agent. He can now get all the sleep he wants and regular hours. But what will he do for noise—no pumps or chickens.

Mr. Woodard will take charge of Lela. He is a good, bright young man, fairly well posted on gas engines and pumps, too, so it's up to him to make good.

A. D. Morgan, agent at Erick, Okla., has a jag of cotton on his "plazza" in front of station, nearly 2,000 bales and still coming. He is an old head at it and hasn't had any loss yet.

Jimmie Andress at Benonine never was made for a cotton agent; he can't load the bales; not big enough, nor can he get anyone else interested, so Mr. Childers, the section foreman, juggles them for him now and then.

One of Agent Tedd's chickens of Shamrock went on the hobo last week, took a box car out. When I saw him at Sayre he said he was getting out of the country before Thanksgiving. "Wise old head."

On account of the big rush demand for springs in the English and French and German war (they are used there to ease up the jar of the shrapnel and bombs on their heads) it will not be likely that our engines will be equipped with buffer to ease up the bumps the poor brutes get while vacating the right of way and for some time will leave it up to the engineers and section foreman to stop as much of it as they can. This is fair enough—biz-z-z-z woof! Engineer to the fireman: "Say! Jeff, did you see me put her through the fence?" Fireman: "Naw. I was putting in a fire. How many did you get?" Engineer: "Three on my side." Looking out the window fireman says: "I see one down, another limping. I guess he got his. There you are." Now here comes "Moike" and his little handcar-r-r. Says "Moike" to Dinny Flynn: "I tould yez to be after shutting the gaates, de ye moind?" Dinny (coming back at Moike, the boss, like this): "Shure, how in the divil could Ol, whin yez did not sthoph the car-r-r?" "Moike": "Arrah, couldn't yez fall off anyway. We're only going to the ind av the seeshun?" Dinny: "Faith, Ol'm no sprinther! To the divil wid yer ould hand car-r-r! Glimme me toime."

Another goes like this: Yahn he was de boos und mit Pete und Fritz und Hans dey go mit de handcar outd. Und by Snicklefritz's crossing dere Hans finds me one gate open so quick. Says Hans to Yahn, de boos: "I see von gates oben by my side." Yahn says: "Och, don't bodder me mit youselef und dot gate. Heffy down on dot letter." Hans: "All rite." Another like this: Edward Heavystep, foreman: "Down on her easy, boys; reckon that 'ceow' will cross ahead of us through Smith's old gates? (Cow just clears car.) Ed. says, "Narrer skape. Reckon Smith will close the gate? I see him yonder tussling with that consarned cal'n his!" Men: "He may not come down, we better close it. Ed.: "Reckon we've closed it forty times. Letter go, boys. Down on the levers." 12:40 p. m.—Mr. Smith, owner: "Say, Mr. Heavystep, that consarned 12:30 freight ruined my pet Jersey 'ceow.' I wouldn't took \$125.00 of anybody's money. Dock Jones just offered me a cool hundred yesterday, and Liza made me turn it down. She's pedigreed to the tip of her tail, too." Ed.: "How'd it come?" Smith: "I reckon she'd trailled through yonder gate open." Ed., to the men: "Jim, hurry and shut the gate." 11 p. m. Heavystep still making out reports, condition of fence? O. K. Gates? O. K. State how the animal got on right of way: Don't know. Moral: He ought to been fired right there. That's all. I'll leave it to Mr. Danvers.

CHICAGO SHOP.

By R. C. W.

Merry Christmas—here we are again.

Miss Brown says she hopes to have better luck next year and get some nice, big, juicy red tomatoes. The force wishes her all the

success in the world and will give her some hints on tomato raising for the asking.

"Glannagael" Hogan, gen'l 4man's clerk, is anxious to find out about Christmas presents for young ladies—wonder if it's the telephone operator at the storehouse.

Mr. Richardson was a shop visitor the fore part of this month with his usual good cheer.

Ben, the accountant, says anybody that gets married is "bugs" and we are wondering if Ben is married. How is it, Ben?

Mr. S. E. Mueller has been appointed R. H. 4man at Rock Island, vice R. J. McQuade, promoted.

Tom Smith, nite R. H. 4man at 47th street, recently went to New York to get his son, who had just arrived from England.

Phillip Reilly, timekeeper, has been seen quite often standing at 62d and Halsted with a large bouquet of flowers, later seen walking down the street with a large, beautiful BLONDE, who was carrying said flowers—personally I don't like BLONDES, but she was some chick.

47TH ST. SHOP ITEMS.

JAMES S. AUSTIN.

Mr. J. H. Reddy, who for the past three years has been chief clerk to M. M. at Chicago, resigned Nov. 1 to accept position as chief motive power clerk with the Delaware & Hudson R. R. at Albany, N. Y. Mr. Reddy has the hearty good wishes of his many friends for future success and prosperity. In saying good-bye, the office force, shop foreman and a few others with whom his work brought him in contact, presented Mr. Reddy with a gold watch in token of their esteem and in remembrance of pleasant associations.

Mr. P. J. Comerford has been appointed chief clerk to M. M. at Chicago, vice M. Reddy, resigned. Mr. Comerford has been with the company a number of years and was transferred to his present position from a similar one with M. M. at Horton.

Mr. H. D. Van Valin, for past two years foreman of loco. dept. at 47th street shops, resigned Nov. 1, and in taking leave of the men was presented with a diamond stick pin as an expression of good fellowship and past associations.

Mr. R. J. McQuade has been appointed foreman of loco. dept. at 47th street, vice Mr. H. D. Van Valin, resigned. Mr. McQuade was promoted from general foreman at Rock Island to present position, and, therefore, is already well acquainted on the terminal and Illinois Divisions.

Two familiar faces that one sees in and around the shops could have been seen last Sunday morning about 4 a. m. trying to get the "Vele" to haul them home after a sojourn in Lombard, Ill. Take the advice of the judge, Bill. Sell it and buy roller skates.

Mr. Holmgren, cabinetmaker, retired after thirty-two years of active service with this company. He has the best wishes of health and long life from his fellow workmen.

Mr. and Mrs. Hickman presented Uncle Sam with a son on the 2nd. Mr. Hickman is an employe in the coach shop.

Cossacks can be seen most any cold morning walking along the route that leads to the upholstering shop.

The dance and entertainment given by the "Maricopa Socials" on the 13th inst. proved to be a great success. Those of our boys who attended expressed themselves as having a delightful time.

We are pleased to note that Mr. Nagel is back to work again after several weeks off account injury.

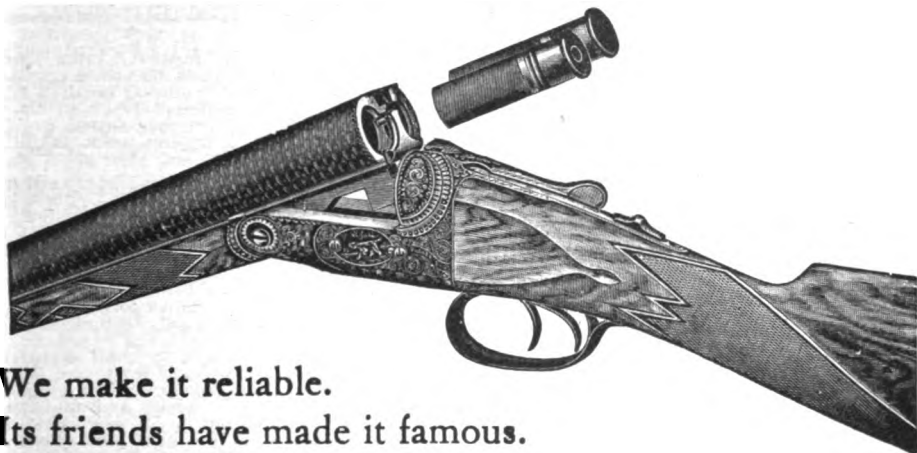
Somebody mentioned the fact that Mr. Leather was looking up time tables and boat sailings a few days ago.

What's your rush, Bert? You have plenty of time.

CEDAR RAPIDS, IOWA.

Machinist "Fritz" Steuber, Jr., made another trip to Waterloo to talk over nuptial matters with his lady friend. "Fritz," the boys are all anxiously awaiting the Havanass.

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When Writing to Advertisers Please Mention Rock Island Employees' Magazine.

See Clarence Moloney for a trip on the lakes; reasonable rates.

Machinist Appr. Jerry Savel has discovered that he possesses a good voice and it is rumored we may see Jerry before the footlights some day instead of following the nut-splitter trade.

Material Clerk Ray Wetzel went to Ames to witness the outcome of football game between his former college mates and Iowa City.

Glen Morrison, B. & B. clerk, took a 30-day leave. The ducks will sure get theirs now.

Machinist Appr. Louie Proksa, who was confined to the hospital at Rochester, Minn., for an operation, is back on the job.

Division Accountant I. E. Melby has returned after a 30-day leave of absence.

The several local Federations of Labor from shops here gave an entertainment in one of the local halls Nov. 3. Main events consisted of several boxing and wrestling matches between local amateurs of the shop, as well as Cedar Rapids' lightweight champion, Mr. Frank Whitney, better known as the "Fighting Carpenter." The main amateur bout between Timekeeper Moloney and Boilermaker Crispen was fast and exciting. The men were also entertained by a local quartet, furnishing some of the latest songs, after which refreshments were served.

From the sounds heard around the machine shops at noon hour it would appear to be more of a music conservatory than a machine shop, some fine voices being in evidence among the shop force.

Asst. Acct. Gerald Merfeld and Asst. Timekeeper "Bud" Cronin, supt.'s office, are in better spirits now since the arrival of their parents from Dyersville—good-bye, you restaurant meals.

Baggage Agent J. H. York is quite busy looking after his men in the baggage room. His assistant, Charles Wesner, is busy at the checkman's desk. Night Checkman Charles C. Stedman is doing all he can to help this good cause, as Baggage Agent J. H. York and other men are busy in and out of baggage room.

DALHART, TEXAS.

Mr. Ed. Feaster, wife and daughter left Oct. 16 for Greenwood, Mo., and Chicago, visiting.

Mr. H. W. Payne, for several years engineer on this division, now working in Utah, arrived in Dalhart Oct. 21, visiting his family.

Mr. Fred G. Hart at Pratt, was used as baggageman first Nov. 2, Pratt to Tucumcari, returning Nov. 3. He spent a few minutes in the superintendent's office getting acquainted with the force.

In our last items we mentioned the fact that our old friend Shorty Kramer stopped off to visit with us and said, "Welcome, come again." However, we did not think he would take it in a way that we meant it, but he did, for he dropped off of No. 1 Oct. 21 (on the blind side).

Mr. A. M. Chilcutt, car carpenter, left Nov. 2 to visit home folks at Ada, Okla.

H. B. Townsley, opr., left Oct. 23, visiting home folks at Holton, Kan., returning Oct. 30. He was relieved by C. E. Mitcham, night operator, and Mitcham by Ray Holmes from third trick at Liberal. He spent a few days down at Logan hunting, but returned with nothing to show for his time lost except a bruised shoulder.

Yard Master E. C. Stiles and wife from Pratt came down Nov. 10, visiting old time friends in Dalhart.

Mr. Edgar Johnson, clerk and steno for general foreman at Liberal, was visiting his brother, A. C. Johnson, and family, Nov. 10.

Referring to Dalhart Company W/B 10,000, Nov. 15, covering one 2d hand division accountant and one trick dispatcher and wife, forwarded on train No. 2, Nov. 15, checked over at Kansas City Nov. 16, by Superintendent Saunders, one daughter. After considerable correspondence authority was given by the state of Missouri that the daughter, Miss Myrtle Rice, be delivered to Mr. Julian Kirven, who became man and wife Nov. 16, 1914.

Mr. J. W. Jones, traveling time accountant, was in the superintendent's office the middle of November making a check of the time rolls.

Wallace Hamilton, accountant master me-

chanic's office at this place, returned the latter part of October from Meade, Kan., where he spent a short vacation with his parents.

Mr. H. M. Schultz, timekeeper in the master mechanic's office, spent a Sunday recently with friends at Guymon, Okla.

ELDON, MISSOURI, NEWS.

By B. H. W.

Miss Esther Carlson, formerly Train Master's Clerk at Goodland, Kansas, has been transferred to Eldon and will hold a similar position here.

Conductor W. M. Mitchell returned to work Oct. 31, making his first run out of St. Louis on train No. 23. "Bill" has been taking life easy for quite a while, but says he is glad to get back in harness again.

A. Herrington, formerly engine inspector at Eldon, has been transferred into train service as brakeman.

Dispatcher L. H. Bolander is acknowledged as champion wild duck hunter. "Bo" wandered up to Medford the other day and was quite successful, returning with fifteen of the feathery tribe. We all put our money on "Bo" when he goes hunting, as he usually brings home the "bacon."

"Deacon" Gunter, clerk in chief dispatcher's office, while on the way to work one day last week visited a small pond in the vicinity of the depot in quest of ducks and managed to bring one of them down. "Deac" said there were quite a few on the pond and stated that he would have got more of them if they had sat still, and we suggest that he use noiseless and smokeless powder in the future so as not to scare the birds.

Time Card No. 26 went into effect Nov. 1. The issuance of this new card was due to the opening of the New Union Station at Kansas City on Nov. 1, which affected the schedule on some of the trains on this division on account of shortening the distance between Kansas City Belt Junction and Union Station.

Section Foreman W. O. Morrow, after a long spell of typhoid fever, died at Leeton, Mo., Oct. 22. Mr. Morrow was a very efficient man in all of his work, was well liked by everybody that knew him, and all are sorry to hear he has passed away.

C. G. Ruesler, our congenial agent at Meta, Mo., is looked upon as a mighty hunter by his fellow citizens, who are not very far wrong, as C. G. while on a hunting trip in that vicinity bagged two deer, something which any hunter might be proud of.

Dispatcher N. R. Davidson was transferred to Pratt, Kan., where he worked ten days as relief dispatcher. While there "Davie" says he saw our old friend Train Master J. S. Irwin, who he says is getting along O. K., which we are all glad to hear of on the St. Louis Division. Mr. Irwin says that there is one reason he is glad to get back in Kansas and that is because the wind don't blow so hard as it does in Missouri. What do you know about that?

Dispatcher F. B. Kirk and wife made a trip to Topeka, where they attended the wedding of Mr. Kirk's brother, which took place at that point on Nov. 19.

Operator Bolander hasn't recovered yet from the shock he received when the Beaneaters beat the White Elephants to a standstill in the world's series. Streater was strong for the Elephants and lost all the small change he had and was willing, at the time, to bet everything he possessed on them, even his clothes, and when it comes to betting clothes the man that bet with Streater would have to give him two suits to one, as Streater is some man, especially around the waistband.

Dispatcher Owen Holloway laid off a couple of days to plant shrubbery around his piece of property. It looks like a sure wedding for Owen in the spring when the shrubs begin to bloom and the birds begin to warble. How about it, Owen?

Effective Nov. 9. Engineer W. McElrath was appointed road foreman of equipment on the St. Louis Division, vice Mr. J. H. Wood, promoted to supervisor of locomotive operation on the Oklahoma Division, with headquarters at El Reno.

Brakeman J. J. McCoy made a trip to Fair-

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bury, Neb., where he spent about ten days visiting friends.

Road Master V. B. Simpson went to Topeka Sunday, Nov. 8, where he will join inspection party and accompany them on inspection trip.

J. T. Lee, traveling freight auditor, made a hunting trip in the vicinity of Yale a few days ago, but we haven't heard whether he got anything or not.

Supt. H. E. Correll made a business trip to Chicago on Nov. 18.

A special train consisting of 33 cars of export flour for shipment to Holland was handled over the St. Louis Division Nov. 5 from Kansas City to St. Louis.

The quarantine on the stock yards in East St. Louis, Ill., which went into effect Nov. 5, has been removed and the local stock business on the division is showing a decided increase, in fact is very heavy.

D. Q. Burris, stenographer to chief clerk, was a visitor in Kansas City last week. Doran did not have much to say when he returned and we guess the party he was looking for didn't show up, as he looked awfully downcast.

Chief Clerk J. P. Self went a huntin' a few days ago and we haven't learned whether he shot anything or not. He did not seem to be so enthusiastic about it on his return as he did before he left. Somebody must have given him a bum steer.

Operator H. S. Bolander met his Waterloo at the moving picture show here the other day. "She" only weighed 310 and she said there was only one man in town she would like to meet and that it was the big fat fellow that worked down at the Rock Island depot. That was a pretty strong hint, but "Bo" did not take it. We might incidentally remark that "Bo" weighs 325 and he says she hasn't got anything on him. We think "Bo" missed the chance of his lifetime when he didn't take the hint.

HERINGTON FLASHLIGHTS.

George M. Cullins, Press Agent.

Latest news from the war zone, just off the press.

If we only had the nerve. Last week we received an invitation to buy a bale of cotton. Say, Willibald, the way things are going we'll be lucky if we can buy a spool of cotton! Gee! If we only had the nerve! What we couldn't do! Had we been born with the rind of some people we know, here's what you would find on these pages from month to month: "On account of the European war, the subscription price of this magazine has been raised to \$5 per year, cash in advance." "On account of the loss from import duties, advertising rates will be increased to 50 cents an inch. Effective at once." "We are pained to announce that, owing to the almost complete suspension of the importations of chemicals, obituary poems will cost you 10 cents a line hereafter." "It being impossible to export prunes to Przemyśl, notices of church suppers will be charged for at the rate of \$2 each and two tickets to the supper." "Resulting from the suspension of regular shipping facilities between this town and the Gulf of Obigosh, all pumpkins, apples, potatoes, corn, grapes, etc., brought to this office under the pretext of exhibition to the editor, will be seized as contraband of war." "All persons found owing this magazine more than a year's subscription will be shot as spies."

Roadmaster Broddle has four extra gangs digging out track, raising ballast and finishing ballast. The ballasting is completed now almost to Aulne. Broddle says, "if they will only furnish him with the ballast he will see that it is put under the track." Some hustling bunch, including the roadmaster.

Mrs. Joe Strickler, of Amarilla, Texas, is a guest at the Bluford Johnson home.

Mr. and Mrs. Ray Dondanville have moved from Caldwell to Calina. Mr. Dondanville now has a regular run on the Salina passenger.

Bert Mullin is back on the job again in the superintendent's office, after one day's service as city carrier. He says, "Uncle Sam may be a good fellow to work for, but still, railroadng is the life for muh. Anyway, winter is coming from the looks of things now, and naturally Bert doesn't like to carry any more snow for

cargo than is necessary, a nice warm radiator is best.

Mr. and Mrs. Val Enlow went to Riley Nov. 1 to attend the funeral of his grandfather.

Word has been received at Herington that a son was born to Mr. and Mrs. A. M. Fleming at Garden City. Mrs. Fleming will be remembered as Miss Edith Hambleton, and Arthur as private secretary to Mr. Rourke and Mr. Ramsdell.

Engineer Fred Humbargar and son Jack have opened a vulcanizing shop in the Shepherd building east of the postoffice. They have only been open a short while but already have considerable business in the time they have been there. Here's hoping for their success.

Engineers and firemen are a very brave bunch of men. Every day and night when they are out in the dark or stormy weather they are taking great chances. They leave their loved ones behind and go bravely forth to battle for the almighty dollar. Then when pay day comes they battle again to see who keeps the most of the check, the store keepers or themselves. There are quite a number of unattached men, that is to say, they have no homes and no one to care how they spend their pay checks, so they hang around the pool and billiard tables to see which one will keep the most. In case of a wreck out on the road the fireman is supposed to grab an oil can in one hand and a large lump of coal in the other hand and make a brave leap for life, in order to save a nickel a day. They both commit great sins in the eyes of the officials and investigating committees, and sometimes they are lucky or unlucky enough to commit matrimony. We have several who have been lucky enough to draw a life partner or fireman or engineer as the case may be, and hereafter they will turn their checks over to them. Of course you understand that all the dependent ones are well protected by the high insurance that nearly every up-to-date railroad man carries nowadays, but still they are left desolate in spirit, if not in means, if anything happens to the head of the house. Therefore the company sends out a man to preach "SAFETY FIRST" to all who are working in hazardous places, and it is wise as well as to your special benefit to listen to the words of wisdom that our friend DONALD B. LOTHIAN puts out. Among the various ones who secured life partners since the last edition are: Miss Hattie Hankerson and Milton Ruthruff, Miss Marie McSween and Fireman Pullman, Miss Katie Pauly and Switchman Evans, Miss Josephine Mertel and Brakeman Warner Small, Miss Lottie Cale and Earl Burdette, Miss Vella Harrison and Orle Allison, pass clerk, superintendent's office, and Miss Naomi Haner and Mr. Roy Murray, an employee in the Santa Fe shops at Raton, N. M. All parties will live in Herington except Mrs. Murray, who left for her new home immediately after the wedding which occurred Nov. 11. On account of having so many weddings this month, no particulars are printed, but each and every couple has our best wishes.

Here's to the bride and mother-in-law,
Here's to the groom and father-in-law,
Here's to the sister and brother-in-law,
Here's to the friends and friends-in-law,
May none of them need an attorney-at-law.
Mrs. W. H. Smith and daughters are visiting in Downs, Kan., a few days.

Operator C. H. Allen's wife is confined to her home with typhoid fever. At present writing is some improved.

Frank Ross, formerly a resident and conductor on the Rock Island at this point, but now with the D. & R. G. at Ogden, Utah, was in town a few days talking over old times with friends.

Brakeman Owens has moved his family to Kansas City account of having run from that point now.

We know that fish are served once in a while, at least once a week at all good hotels and restaurants, and a few private homes. But it seems as if they have been serving an exceptional lot in Trenton, Mo., from the appearances of a new poet from that quarter, "I'll be a subject," Trenton. We were not aware of the fact that there were such good poets nearer home than Chicago. WHY not via long distance? Isn't that a nice way? V-e-r-y entrancing sometimes we think. Why don't you try it

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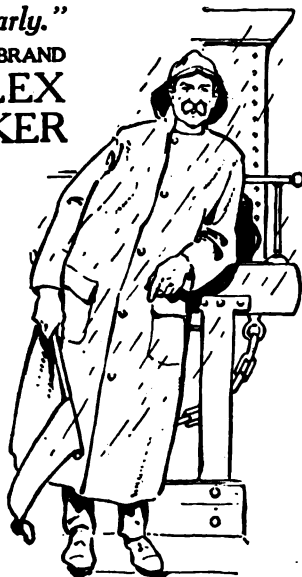
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some time, it's exciting sport, and—oh, well—we're not so small as we might be. We just love poetry any way, so send us some more. Keep the ball rolling, lemon bouquets such as we received in last month's issue, is what keeps the magazine live and hearty.

SMILE and the world smiles with you,
"KNOCK," and you knock alone;
For the cheerful grin
Will let you in
Where the knocker is never known.

GROWL, and the way looks dreary,
Laugh and the path is bright,
For the welcome smile (pass it on)
Brings sunshine, while
A frown shuts out the light.

Sing, and the world's harmonious,
GRUMBLE, and things go wrong,
And all of the time
You're out of rhyme
With the busy, bustling throng.

KICK, and there's trouble brewing,
WHISTLE, and life is gay,
And the world's in tune
Like a day in June
And the clouds all melt away. (TRY IT.)

Mr. and Mrs. John McRae are the proud parents of a girl, born Nov. 6.

Mr. F. C. Laine has taken a layoff and gone to Hot Springs for treatment for rheumatism.

LOST, STRAYED or Stolen, between 8 a. m. and 6 p. m., one perfectly good kiss. King Kinney is offering a substantial reward for its return and no questions asked.

The 100-pound rail has now been completed from McFarland to Herington and both extra gangs 1 and 16 are now surfacing the 100-pound rail between Herington and Latimer. Adam Schoap, the screw spike man, is inserting screws in the vicinity of Latimer.

The world has shadows enough, at best; its heartaches call for comfort and peace—not any new tale of woe. Our mission is best fulfilled by scattering sunshine and cheer while we may; the night cometh soon.

Forward out of error,
Leave behind the night;
Forward through the darkness,
Forward into light.

Mr. Joy Smith, who was assistant maintenance clerk, has resigned and is now traveling for a well known wholesale house in the east. He is succeeded by George Knowles of the store department.

Mr. Larry Huey is now chief clerk to Master Carpenter Ware. Olie Olson resigned on account of his health and is now traveling the western continent.

J. E. Ruby, president of the secret service department, is now back on the C. T. 80 position after a two months' visit in Kansas City with friends. Ernest McDonnough is thusly returned to the snakes.

Mr. and Mrs. Ray Tripp are the proud parents of a son, born Nov. 16.

Quite a surprise was sprung on the many friends of Miss Lucy Davis, when she announced her marriage to Mr. Charles Singleton, now of Crookston, Minn., but formerly a resident of this city. Miss Lucy and her sister, Miss Bessie Davis, left for Kansas City on number twelve, Nov. 21, and from there will go to Sioux City, where Mr. Singleton will meet them. They will be married at Sioux City on Nov. 22, after which the young couple will leave for Crookston, where they will make their future home. Lucy leaves behind a goodly number of friends, who wish her all the happiness her life can hold.

No light do we need to guide us, save that of friendship dear.

Though trouble and care betide us, we'll welcome it with cheer;

While hope and the smiles of comrades turn night into joyous day.

In the glowing sun of plenty we'll linger while yet we may.

Chas. Ohrvall, special agent for the Santa Fe, was an office visitor the 21st.

J. F. Rossiter and George Kimmerle were in town the 21st.

A. L. Welliver is now working on the rewiring of the telegraph office.

ILLINOIS DIVISION.

During the three days, Nov. 21 to 23, inclusive, we successfully handled 227 cars of cattle from Peoria to the Union Stock Yards, Chicago, and as a result of this, we are anticipating considerable more business.

The rail laying on the division has been entirely completed and the track is presenting an excellent appearance with the new ballast which has been put in.

Mr. J. J. Euard just returned to his station at Putnam after a thirty days' vacation.

Mr. R. C. Williams, agent at Cable, is enjoying a much needed vacation, being temporarily succeeded by Mr. L. J. Borst.

The residence property owned by the company near the passenger station at Rock Island is being remodeled and being put in excellent condition for a high class of tenants. This will considerably improve the conditions on 5th avenue, in this vicinity.

The fall track inspection on the Illinois Division has just been completed, a very successful trip having been made. Everyone reports the Illinois Division showing up nicely on this last inspection.

Mr. C. O. Greiner, former cashier at Ottawa, has succeeded Mr. R. J. Swindel as regular agent at De Pue.

Mr. E. G. Otto, regular agent at Preemption, is enjoying a vacation, during which time his place is being filled by Relief Agent C. G. Hedstrom.

As a result of the federal quarantine on the state of Illinois due to the presence of the foot and mouth disease in cattle, all of our stock yards have been recently cleaned and disinfected, and are presenting a very neat and tidy appearance.

Mr. L. C. Cash, maintenance clerk in the superintendent's office, has taken a six months' leave of absence, which he expects to spend in the mild climate of Los Angeles.

Owing to the recent advent of cold weather the gravel pit at Rockdale has been closed down until next spring.

A large turntable is being installed at Joliet in order to take care of the turning of the large Mikado engines now in use on the Illinois Division.

Roadmaster W. E. Haberlaw is now located at Peoria, having charge of the branch line territories. Rumor has it that flowers are being sent almost daily from Peoria to a certain young lady in Grier's restaurant here.

Miss Freda Krabbenhoff, stenographer in the superintendent's office, just recently returned from an extended visit with her sister in Albuquerque, N. M.

Miss Ella Colligan, stenographer in the superintendent's office, is enjoying a vacation with relatives in Ohio.

Mr. P. J. Reynolds is the new roadmaster in the Tri Cities, having been recently promoted to his position from section foreman, Moline.

B. J. Hammel, operator in the dispatcher's office, just recently embarked on the sea of matrimony. His friends all wish him a safe and pleasant journey.

The cattle guards and wing fences on the division are looking especially bright, having been recently treated to a dose of whitewash, application being made by an air machine, an idea of the superintendent's.

MINNESOTA DIVISION.

By C. C. Delong.

Agent Garrison is back on the job after a few weeks' vacation.

W. J. Cramer went to Cedar Rapids Nov. 18 to attend his sister's wedding.

A. D. Barre and Carl Hammond spent Saturday evening, Nov. 7, at Cedar Rapids, taking in "The Beauty Shop."

W. J. Miller, car distributor, is spending his vacation visiting his parents at St. Paul.

Earl J. Lexa, night call boy, has been very sick with lung fever, but is now improving rapidly.

Engineer Tom Lonsdale of 83 and 84, expects to take a vacation since they have taken his run off.

Engineer Scott Brown and wife spent Nov. 10 in Albert Lea at a big banquet.

Rock Island Standard

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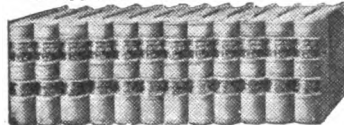
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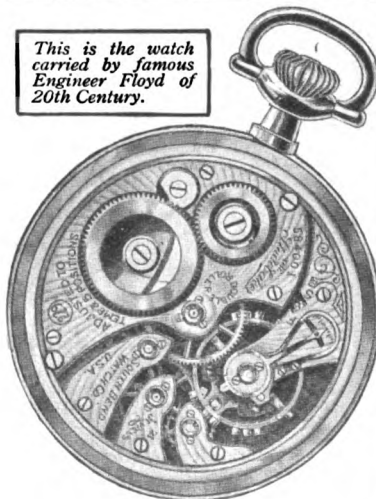
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C. A. Lawler, conductor, with Brakemen Riley and Brastrup are on a work train at Faribault, Minn., until further notice.

Brakeman C. G. Merritt is still in Mercy hospital, Des Moines. Some of the boys have visited with him and report him doing nicely. You have our best wishes for a speedy recovery, Charley. Conductor A. L. Clay reported sick Nov. 8 after his arrival at this place and could not go out on his run. C. B. Peters is in his place for a trip or two.

On Friday evening, Nov. 8, 1914, Mr. and Mrs. B. Metcheur gave a wedding party to the clerks of Superintendent A. E. Wallace's office. After all the boys were introduced to Mrs. Metcheur, W. J. Albright, W. H. Cramer, L. J. Evans and W. J. Cavanaugh presented the couple with a beautiful library table. The presentation speech was made by Albright, Fields and Cavanaugh. After a swell luncheon the boys played cards and left at an early hour, wishing both Mr. and Mrs. Metcheur a long and prosperous married life.

Miss Alys Nymeyer, stenographer in Superintendent Wallace's office, spent Sunday, Nov. 8, in Des Moines. Some of the boys think she went down to hear Billy Sunday preach. How about it Alys?

W. J. Albright, assistant accountant, this place, is going to let his beard grow for the winter. The excuse he gives is that his face gets chapped from the north winds. We think different, Bill.

Engineer J. W. Harper and family returned from Waterloo Nov. 8 in his auto after a visit of one week with relatives.

E. M. McEndree, engineer, and L. N. Walker, conductor, had charge of Mr. A. C. Ridgway's special over the Minnesota division Monday, Nov. 9.



MEMPHIS TERMINAL.

Notwithstanding the business depression, Memphis local freight station is still prospering. For the month of September we showed an increase of \$11,000.00, and for the month of October, 1914, an increase of \$18,000.00, as compared with the same months in 1913. Cotton movement is good, and we have handled 50 per cent more cotton so far this season than last year.

The Memphis O. S. & D. Clearing Association met in the Rock Island local freight office on Nov. 3, Mr. W. J. Cottingham of our office presiding. There was 35 shipments matched up. These O. S. & D. meetings are held regularly twice each month, the agents of the different lines acting in turn as chairman. Mr. W. L. Stout is chairman for the month of November.

An important meeting of the accounting officers and local agents of the various Memphis lines was held in the new Union Passenger Station on Oct. 28 for the purpose of discussing the subject of junction settlements covering switching. Mr. Paul Peters, auditor freight traffic, who called the meeting, acted as chairman.

Among our visitors during the past thirty days was Mr. W. H. Nicholas, representing the department of weights and measures; Chief Engineer C. A. Morse and Mr. F. T. Becket, engineer maintenance of way at El Reno; also Mr. H. Lawrence, assistant fuel agent.

Mr. W. R. Matthews, formerly with the Illinois Central Railroad, is now with us on the car desk; Joe Verasso, recently from the Southern, is a new check clerk. Mr. W. S. Lawo has accepted position as statistician in the office. Mr. J. T. Gaskins, Mr. J. R. Clarke and Mr. W. C. Hight have also recently taken service in the local office. Edwin Byrne is our handsome new night messenger.

Miss Ada Humphreys, stenographer, is facing danger. There are two Adonises about the building secretly pursuing her, and she better get busy and select either, so as to avoid any trouble.

Mrs. S. Sowell, car record clerk, passed up a good chance to make a fortune on apples. Mr. Willets, who shipped seven car loads of apples into Memphis over our line in October, offered her a chance as manager of his orchard in Missouri. She rejected him when he told her the dove-cote would be 20 miles from a railroad.

Joe Cottingham, expense bill clerk, is suffer-

ing from a bad wound from one of cupid's darts. Oh, oh, Irene.

The A. D. T. service for the protection of the new freight house and yards at Fourth and Calhoun is now being installed and will be in operation in a few days.

Mr. S. L. James, solicitor in office of Commercial Agent F. C. Johnson, who recently went to El Paso, Texas, for his health, writes that he is improving nicely.

Mr. J. E. Small, station accountant, was called to Richmond, Va., on Nov. 13, on account of the serious illness of his brother.

Mr. J. P. J. Hanson, outbound abstract clerk, who underwent a serious operation in August is improving nicely, but slowly.

Mr. W. D. May is filling the position of solicitor in the commercial office while Mr. S. L. James is on an extended sick leave of absence.



MOLINE, ILL.

By J. G.

Our track scales were overhauled the past month and are again in ship shape.

Otto Frank has rehearsed the football game daily since Nov. 14 but the score is still 12 to 0.

George Glidden was a recent caller and told us all about Mr. Butler.

John "Sample" Harris has been re-elected captain of the Sherrard volunteers.

An eastern surveyor called recently to secure a diagram of Fat Laron's dome. "Fat" is going to get a new sky piece and it is sure going to be some "helmet."

John Wendt and Jim First show no mercy to the "allies" in their daily warfest.

Mr. Hall is going to Parker, Kan., to shoot rabbits. Will Mr. Law please start a tracer after these rabbits?

After telling about the runaway box car and several other hair raisers, the Board of Censorship called a halt on the one about "Cousin Cady" on the Boston team.

"Anyone suffering with rheumatism should apply to Frank Smith for his thirty-day "sure cure."

Besides the thirty thousand natives who were disappointed at the outcome of the R. I.-Moline football game, please add the names of Chester Hemington, Cully Nelson and Rudolph Falk.

Westerfield with the knap sack overcoat is now a daily caller.

John Harris recently joined the Odd Fellows' lodge. John always was known to be odd and this latest move makes it official.

Latest reports from Joe Colson find him lined up for his three squares daily at father's place in Marengo.

After hearing about it daily three weeks in advance, we finally see Cady's "brown" suit.

We have heeded last entry of the Iowa City news of October issue. A bomb proof shed has been erected for protection. And we are ready for Burnett if he comes by land or sea.

The clerks at R. I. no doubt spent "30 minutes in Havana" (or was it one minute at the "Blue Goose") at the expense of Joe Suess, the clerk that joined the "Stay Home" club recently.

Wallace Arthur, sealer, has moved to East Moline, this country was too popular for him.

The Dec. 1 ordinance on the lunch question has caused some people to buy meal tickets.

Sam Bordeau, veteran flagman, expired the past month, after a short illness.

Thanksgiving day caused several clerks to develop the gout, but Clerk Larson was the limit, looking for the wish bone in a rabbit.

Clerk Nelson at R. I. has refused to dine across the street any more, the foot and mouth disease has scared him away.

Joe Suess will no doubt ride his bicycle to work hereafter, not walk it to the passenger station as heretofore. By the way Joe, why not take the machine to a chiropractor for several "adjustments" to relieve that squeak.

At the recent fire at Silvis, Ill., we understand Alta Stisser did the "Paul Revere" act.

Mr. Quilty reports vinegar is a great aid to pickling and wants to get a "bet."

Otto Frank, coach of the Sparla football team, reports a great season, not having lost a single game, the same amount having been played.

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Add price of emblem desired to price of fob. Any priced emblem may be worn on the fob. Fob is 5½ inches long.

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BOSTON, 110 Franklin St.	DES MOINES, 1st National Bank Building
PITTSBURGH, Frick Bldg.	ST. PAUL-MINNEAPOLIS, Pioneer Bldg., St. Paul
CINCINNATI, Union Trust Bldg.	SALT LAKE CITY, Woolley Building

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When Writing to Advertisers Please Mention Rock Island Employees' Magazine.

Well, Merry Christmas and we'll see you next year.

I.

Not a wheel turned on the cars,
Not a smile from the Happy Tars
Could be seen around the C. R. I. & P.
The engine smoke hung to the ground,
The whistles had a mournful sound,
And the birds quit chirping in the leafless tree.

II.

The boys took on an awful frown
When the sad news got around
That Joseph Suess had himself tied to a wife.
So our once happy and cheerful boy
Will have to quit his fond life of joy
For he's got a sentence now that's good for life.

NEBRASKA DIVISION NEWS.

By M. B. K.

Blacksmith Ed Hardy, Engineer Chase and Fireman Ralph Downes went to Steinauer, Oct. 16th, to hunt squirrels. On their arrival at Fairbury they went home in a closed cab. (They got 6.)

Engineer McKercher took a leave of absence for a week about the middle of October, making a trip to Chicago during the time.

Hostler Will Willcoxen has procured a pass to Norton, Kas., and it is rumored that he is coming back double header.

"Skinney" Laird reported and made two trips, but could not stand the pressure and had to lay off again.

There is something suspicious about Engineer J. L. Hall's actions. He is always looking for freight.

The best dispatcher on the System (the one who makes up time on passenger trains) has purchased a new Overland car with just room for two. Ole says what does he want with more than that.

NOTICE: Hide your muclage. Some people in the Telegraph Department like it as a beverage. Ask the Chief.

W. J. Feycke just returned from his trip. Bill has been way down in Tennessee and reports everything O. K. Seems as though he disappointed some of us. "We all" looked for the lassie he was supposed to bring back.

Conductor H. L. Duval was off the first of November catching up on sleep (?), getting election returns and also visited relatives in Kansas.

Conductor W. B. Huston took a week's leave of absence the last of October.

Brakeman E. N. Helvey visited relatives in Colorado the latter part of October and the first of November.

Store Keeper H. O. Nellis was elected to the position of Register of Deeds. He has our heartiest congratulations and best wishes for his success in his new work.

Brakeman J. I. McDowell visited in Topeka the middle of October.

Operator Shortridge has been transferred to the Herington office.

Walter Brandt, formerly Master Carpenter's clerk visited us the first part of November.

Judging from telephone calls received, our new stenographer, Mr. Walker, seems to be quite popular with the ladies.

Engineer J. L. Hall married Miss Anna Saylor at Western, Neb. 7:30 p. m., Oct. 28th, 1914. They started housekeeping at 11:00 p. m. the same date. No cigars have shown up at the round house up to date.

Former Road Foreman Oakford was visiting in Fairbury Nov. 11th and 12th. He was looking mighty good too.

Assistant Chief Dispatcher Bishop is happy now. He can work in his shirt sleeves these cool nights. If the radiators are cool it's all off with him. He is certainly a "cold blooded" guy.

Dan Hill, from Mr. Rourke's office, stopped over in Fairbury between trains Nov. 10th. Reason he didn't stay longer was because some of the girls did not happen to catch sight of him. If they had, it would have been all off. Some popular man around Fairbury, and coupled with Ives Bradley, now in Mr. Strain's office, Topeka, they must be a pair around Topeka.

Engineer Harry Pearman is now riding in a

new Buick. The back seats never empty either. Always has a friend.

Roundhouse Foreman Contant and Fireman Downes had a squirrel hunt in vicinity of Du Bois recently. Wonder what they got.

Chief Clerk Buchanan went over the line last week with Supt. Sheahan and from what he says, the Nebraska Division must have some mighty good agents and up-to-date stations. Well I guess we have.

Company Surgeon Pritchett at Fairbury is taking a much needed leave of absence and Dr. W. L. Curtis, with office in McDonnell block is acting surgeon during his absence.

Agent Kennedy at Sabetha is all swelled up on the record he made for September. Largest increase in earnings on division is why.

Ask Yontz and Hurless, timekeepers, if they understand what "Conference Dope" is—then run.

Station Supervisor R. L. Brown only comes in on Saturday nights nowadays. Fall cleaning at stations in progress is the reason. However, he claims, and with good reasons too, that the Nebraska Division has one or two banner stations, so far as cleanliness goes, on the system.

L. L. Johnson made this office a pleasant call Nov. 12th. Always glad to see Johnson.

Mrs. W. P. Kingsley, wife of brakeman, died on Nov. 5th. Mr. Kingsley and daughter have our sympathy.

After being ill for some time, Fireman Joseph King died on Oct. 29th. Mr. King was a very bright fellow and always had a smile no matter what was on. The family have the sympathy of all.

Engineer A. A. Straube is seriously ill at his home on 6th Street.

Conductor McCullough was compelled to lay off with rheumatism, but we are glad to see him back on his run again.

Dispatcher McCoy is laying off, visiting relatives in Topeka. No ball games this time. Mr. Ed Gowdy is taking his place as extra dispatcher.

Conductor Doty is taking a 90-day leave of absence and gone on his farm in Texas.

Assistant Engineer Bragg is the busiest man on the job these days. His office force is not worrying him much, though.

We understand Gib Lytle at Belleville will be appointed head door keeper under the Capper administration.

SILVIS NEWS.

Master Mechanic C. B. Daily of Cedar Rapids paid Silvis a visit latter part of October.

Machinist Louis England is the happy father of a 10-pound girl, born at his home, Nov. 10.

Mechanical Superintendent L. A. Richardson visited Silvis shops Nov. 5.

Order Clerk Maurice Cook has returned from his vacation trip visiting his relatives at Pittsburgh, Pa.

Machinist C. A. Sparling has the sympathy of the shop employees. Mrs. Sparling, wife of C. A. Sparling, died Nov. 6, after a prolonged illness.

Master Mechanic P. J. Colligan and Round House Foreman Miller visited Silvis shops Nov. 18.

Mr. K. W. Rowley, one of our pipe fitters, met with a sad ending Sunday, Nov. 15. While out fishing in a launch near Davenport, seeing that their launch would be struck by a sand barge boat, Mr. Rowley and his friend dove from the launch. His friend managed to get hold of the boat and was picked up, but Mr. Rowley grabbed for a piece of plank, but was unable to hold on and was drowned. Mr. Rowley's remains were sent to Casey, Ill., for burial. His family has the sympathy of all the shop employees.

Boilermaker Daniel Cunningham was married the early part of November and spent his honeymoon at Buffalo and Niagara Falls.

Machinist Wm. McClure, who has been laid up the past three months with typhoid fever, is able to be back on duty again and the shop boys are all glad to see Mac back in the tool room.

Tool Dresser E. Seypohitowsky was called to St. Louis, Mo., account of death of his mother.

Foreman Fred Beckstrom is attending the state convention of the Odd Fellows' lodge of Illinois at Springfield, being one of the grand officers.



Men's Unionsuits

If you have been with this railway company in a given capacity for 27 years, you ought to be thoroughly proficient in your work, and it attests that you have given this company reliable service else some other man would now have your position.

WRIGHT'S underwear has been produced for just this period, and with the one fixed determination to give the American man the best and most serviceable, satisfactory underwear he can buy. That we have altogether succeeded is attested by the fact that we are today the largest manufacturers of Spring Needle underwear in the world, with a demand that is international in its scope.

Suppose you give this better underwear a trial, it costs no more than inferior grades, and good hard service is knitted in every thread of it. Insist on having only WRIGHT'S trade-marked underwear. Your dealer CAN supply you. Send for catalogue.

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THIS CHART, printed in two colors, describing the method of dismantling and assembling the **BETTENDORF TRUCK**, will be mailed free to readers of the Rock Island Magazine.

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Please send me your free chart showing the dismantling of the Bettendorf Truck.

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Machinist T. J. Strickland is the proud father of a 9-pound baby boy, born at his home Nov. 19.

Master Mechanic W. B. Embury visited Silvis shops Nov. 20.

A musical play entitled "The Chaperone of Campbell's Isle" was presented by the Silvis Shops Glee Club at the Moline theater Thursday, Nov. 19, and full house witnessed the play. The boys were glad to see the Silvis shops so well represented in the audience and everyone was more than pleased with it. Mr. MacLeod made an awful hit as the Chaperone. In fact, all the boys should be complimented for their splendid work, as well as the king's daughter ladies who took part in the play.

C. O. ANDERSON.

TOPEKA, KANSAS.

By Nell Burleigh.

Mr. and Mrs. C. F. Real spent Thanksgiving in La Junta, Colo., the guest of relatives and friends. Mr. Real is chief clerk at the local freight house.

C. L. Smith, formerly employed as stenographer for the Southwestern Milling Co., in To-

peka, who recently moved their branch mill to Kansas City, accepted a similar position in the claim department of the Rock Island.

B. P. Souders, night clerk at freight house, went to Colorado Springs the latter part of November, where he was called on account of the illness of a relative.

W. T. Lyon, clerk in the city ticket office, spent his vacation at Chicago, Niagara Falls and other eastern points.

Miss Nell Burleigh spent a few days in Fairbury, Neb., the first part of November, visiting at her former home.

Curtis Whitney and George Rourke spent a couple of days in Kansas City this month visiting friends, and also attending the opening of the Union Station.

I. N. Bradley, rate clerk in the division freight office, made a trip to St. Louis in November to spend the week end visiting friends (?).

Larry Huey has been employed in the master carpenter's office this month, account leave of absence.

Mr. and Mrs. W. H. McCoy and daughter, Miss Wanda McCoy, of Fairbury, Neb., spent a week the first part of November visiting relatives and friends in Topeka. Mr. McCoy is employed as dispatcher in Fairbury.

HAMILTON PARK KRISPETTES

KING KINNEY, EDITOR

VOL. I.

DECEMBER, 1914.

NO. 10.

A Merry Christmas.

A Merry Christmas to you all,
Take that greeting from me,
And may your holiday be happy,
Happy, light and carefree.
I wish it to El Reno's Deacon,
Who would call us "Shakespearettes,"
I only wonder why the Deacon
Did not suggest Cigarettes.

A Merry Christmas to Georgia Cullins,
Who edits the Herington Lamplights,
Some time when she comes to Chicago,
She will see lots of strange sights.
And we extend Christmas greeting
To Blanche Richardson, rosy and fair,
And to Harley "Extra" Reisman,
Handsome with his curly hair.

A Merry Christmas to John Simpson,
Of all editors, John is peer
When he reads these greetings,
He will say, "King, you're a dear."
A Merry Christmas to Joseph Warner,
Mike Balun and "Beau Brummel" Bethke,
Likewise to our friend Peter Spruit,
"Agnes," Roy McMaster, and Jack Kilty.
And to each and every one of you,
I extend the same good cheer,
May this Christmas day be the happiest,
Greatest, and best of all the year.

The final standing of the indoor baseball league in the APT follows:

Team and Captain.	Won.	Lost.	Tied.	P.C.
Insurgents (Kilty)	8	3	1	.727
All Stars (Howard)	5	5	2	.500
Imperials (Eckman)	2	7	3	.222

The Board of Directors, namely, Roy McMaster, Nick Jennings and R. K. Cleaver, reports that the season just closed was a very successful one.

The victory of the Insurgents was unexpected, and Jack Kilty, captain of the team, deserves a lot of credit for the skillful manner in which he handled his players.

Catherine Wilcox took a week-end trip to Detroit. Here's hoping she has the same success as Miss Mavdle.

If pictures do not flatter, Julia Davies declares she would love to go to California. How about it, Frances? Can't you regale her with some of your observations there?

Dick Hanrahan left Oct. 31 for parts unknown. Good luck, Richard.

Jack Blackwell certainly made a desperate effort to conceal the fact that he purchased a

box of candy for "the girl with the auburn hair"—but then, the best laid plans often go awry.

At a recent gents social gathering, "Hansome Jawn" Clarke tried to his sorrow to get by with a pair of 7s. "Shrewd Mac" (some name) was present tho, and his pair of 9s made Jawn blush all over.

E. T. Ruthenbeck made a visit to Evanston, and reluctantly confesses that his town, Niles, has it all over that suburb. We don't blame Ruth when they are going to make him sheriff at Niles.

We recently discovered Harry Willis tearing a sheet of paper into small pieces and murmuring, "She loves me, she loves me not." Even at that we don't blame him, Lydia.

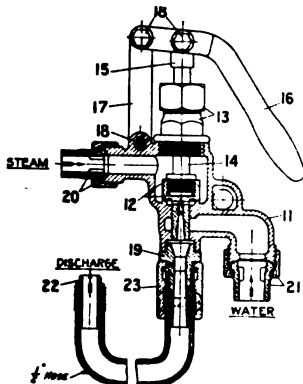
Georgia Cullins' Photo.

We are in receipt of Georgia Cullins' photograph and that young lady may rest assured that King Kinney no longer labors under the delusion that Herington boasts of no photo gallery. Georgia extended to us a vote of thanks in French across the back of her picture, but according to "Herington Gas Lights" last month, Georgia does not know what she is thanking us for. We will go Georgia one better and extend her a vote of thanks in an American way, and we know why—for the photograph. In order that our readers may gaze on Georgia Maryland Cullins' photo we have completed arrangements whereby it will appear in our column within the next few months. Georgia is a brunette, and while the photo is not colored, we would say she has brown eyes; she also has a sunny smile, and tell the truth, Georgia, what were you gazing at when you were photographed? Blanche Richardson says, "That girl is a peach." Those words describe her perfectly, we will use no others. Again we say, "A ballot box of thanks to Georgia."

Florence Ritter is wearing a large diamond ring and we are informed that she is engaged to a traveling salesman.

Ed Hines Says:

"Dance was a great success, music was good. Virginia Fox and brother were present, but they did not introduce the Fox trot. Everybody was curious to meet Hammarskold's fiancée. I wonder who she was. Shorty Reibert was staging the dance, but seemed to secure enough dances. Why? Charley Markus and the bakery maiden were present and added flavor to the cake. After seeing our girls home, Rausch and myself walked in from Gresham. Walking is fine."



NATHAN COAL SPRINKLER

Accidents to Engineers and Firemen from hot water on account of blowing off of sprinkler hose eliminated by using this independent Coal Sprinkler.

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"The weather has no effect on the Federal. Neither has the jar when I get on and off moving trains. The Federal can be seen in fog farther than oil lanterns. The many railroad men who have seen it say it is the right lantern for railroads." (Signed) W. Kinniston, Conductor, C. R. I. & P., Blue Island, Ill.

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Railroad men everywhere endorse the **Federal Safety First Electric Lantern**. Severest tests have proved it to be just the right lantern for railroad use. Convenient—always ready with a strong, steady light which is thrown just where it is needed. No oil vessel to obstruct its glow. On or off instantly. No smoky globe. No wick to trim. No oil to leak out and spoil clothes. Batteries cheap and quickly inserted. Safe—nothing to break, leak or cause trouble. Handsomely nickel-plated. Strongly built. Cylinder 3/4-in. in diameter—standard lantern height when open up. Collapsible—can be packed in a grip. A splendid Christmas gift for a railroad man. Send for illustrated folder.



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When Writing to Advertisers Please Mention Rock Island Employees' Magazine.

To the Victors—The Spills.

The Rate Dept. Bowling Team defeated the Interline Team by 250 pins Saturday, Nov. 21, 1914, at Nick Bulck's Emporium, winning two out of three games.

Ed. May and Ralph Webber performed the heavy dynamiting for the winners, while Paul Roettgen deserves creditable mention for his good showing on the losing team.

There were a large number of spectators, including C. A. Ross, who acted as arbiter.

There was also quite a lot of noise, led by R. C. Miller, who acted as rate dept. cheer leader.

There were many features, notably the wonderful control Otto Jessina possessed over his ball. He had so much speed that the ball stopped going when it hit the pins.

Erwin Bostad, after averaging ninety-nine, remarked that his hook ball wasn't working, as the alleys were grooved for southpaw bowlers.

Garvin Ross had a fondness for throwing the ball in the gutter, succeeding about ten times.

John Wesley, after opening with four strikes in a row in the second game, managed to gather a total of 133 for the whole game. Some bowler, John! In the last game May, Ryan and Webber each piled up four strikes in a row, thereby helping their team pile up the big total of nine hundred and sixty-nine.

Edna Renfrow seems to have made quite a hit with our genial friend, Harry Malm; at least Harry seems to think there is no girl like Edna.

Walker Smith wishes the editor "A Merry Christmas." Same to you, Walker.

Frank Lyons has blossomed forth as a lyric writer; his latest effort is entitled, "Nobody Home But Bo." We advise all our readers to try it on their pianos, it is very pretty.

Olive Fehring spent a couple of weeks on a Wisconsin farm recently, and is now an enthusiastic advocate of "back to the soil."

Louis Hurwitz, our political friend, was a recent visitor at El Paso, Texas, and Jaurez, Mexico, and he advises us that he has lost his heart to a lovely Mexican senorita. Good luck, Lou.

"Imitation is the sincerest form of flattery." Nuff sed!

It is current report in the A of D that Gordon Terrel Nathan has invested sixty iron men in a dozen photos of himself. It is also stated that said motion pictures helped him win the heart and hand of a fair young thing from the suburbs. We are not in a position to verify the above report of the "Duke's" high ambitions, nevertheless, the boys of the A of D expect cigars, and thank Gordon for the peanuts.

John Prohaska of the Fuel Department, announces his engagement to a west side society girl of unknown name. May John have a happy matrimonial career.

Helen Burns.

Miss Helen Burns was sitting at her Remington that day, pounding out some letters in a rapid, buoyant way, and her face was full of sunshine, and her eyes were bright and clear, and she said, "I am glad to meet you," in a voice that was good to hear. "I suppose you want my life story for your magazine," she said, "where I was born, and who I intend to wed. Oh, I have had a life of romance, that may sound kind of queer," but Nellie, the beautiful song bird, has broken lots of hearts, I fear. "No, I cannot discuss fashions. Hammaraskold was kidding you, when I think of Paris, I wonder what I will do. I love the motion picture shows, I see one every night; Frank Bushman is my favorite. I think he is out of sight. I think Krispettes is great, you sure are some poet, now don't laugh; I bet you have Henry Ruben's goat. Do I know Joseph Warner, that bright, red-headed boy? Well, I should smile: he is like a ship ahoy. I love the good old Rock Island, and its boys and girls so fine, I wish them all a Merry Christmas, and hope they're friends of mine." The interview is over now, Helen Burns' chat is cooked and done, my last impression is, that Nellie is a girl who likes lots of fun.

Arthur E. Larson has sold his yacht and expects to invest his surplus capital in a Ford.

Lucile Rearick was overjoyed when she read her interview last month, and said, "My, isn't it grand?"

Roy McMaster has purchased a farm of 240 acres in Sonora, South America, with the dividends that have accumulated on his butter stock since the war opened. Roy intends to divide his property into city lots, and sell them at a huge profit. With this end in view, Mac has offered the King a position as press agent for his enterprise. While we wish Mac the best luck in the world, we have taken his offer under advisement.

Juliet thanked William Peterson for the candy Romeo sent her, but even now Willie admits he does not understand it.

A Sad Case.

(With apologies to J. P. McEvoy.)

Over in the Miscellaneous Department,

George Bethke sighs,

And teardrops do trickle

From George's lovely eyes.

For Beau Brummel is unhappy

And very sad is he

And if you would know why

Just stop and list to me.

George Bethke's case is sad

He has lost a string of pearls

And his anarchistic propaganda

To a girl with yellow curls,

And George Bethke is sighing,

And now and then he cries,

And the teardrops do trickle

From George's pale blue eyes.

As Joseph Warner would remark, "George, how do you know you are in love?" Tell him something, Charley.

Peter Jasper Young is again in the limelight. This time Jasper has a romantic role, and like Harry Willis, he has fallen for the charms of a Blue Island belle.

"After the Ball."

The AFT dance at Hamilton Park Field House on the evening of November 11th was the social event of the season, and was a huge success from all reports. Such events as this foster a spirit of friendship among the employees which should be encouraged, and George Rausch, Gawin Ross and "Whitey" Severin are to be congratulated on the success of the dance.

Krispetts recognizing the importance of the event, had experts at the ringside; their comments follow:

By Henry Ruben.

"There was very near two hundred dancers present. Some of those I noted were: Ray Miller, Axel Anderson, Carl Dankers and sister, George Rausch, C. A. Ross, Mrs. Rogers, Ed Hines, Miss Bertha Hegelund, Jno. Fleming, Mr. and Mrs. Jos. Stanley, Mr. and Mrs. Sam Dickens, Gawin Ross, Otto Reinert, Gus Tichy, H. H. Hammaraskold, Julia Davis, Geo. Baker, Elma Reiners, Virginia Fox, Irma Crosssett, William Hartigan, Dick Moran, Joseph Warner, Geo. Bethke, Chas. Markus and Geo. Johnson.

A young man (name censored by request) dangerously played with the heart of Katherine Kelly, much to Henry Ruben's discomfiture.

Miss Irma Crosssett wore a dark green Parisian creation, likewise a smile, as she daintily glided across the hall with Ed. Hines, that eccentric kid.

Miss Elma Reiners also was in the spotlight's glare, and as many young "fellas" remarked, she was some dancer.

Max Cohen was present with a fairy queen who hails from 61st and Ashland. He observed that the dance was a success and then grabbed transportation for the great west side.

A robber's two step—gentlemen's choice—was pulled off, and Mr. Jos. Stanley officiated with a gym whistle, which he blew while he was dancing to announce the theft of girls.

A robber's two step for the ladies demonstrated that the ladies were backward about stealing men.

"Handsome Jack" Fleming was stunned by a dame who answers to the call of Margaret Sullivan, and admits she is "some queen."

H. H. Hammarakold is some dancer, and was prominent in every dance.

Shorty Reinert did not get home until day break. Where did you go after the hop, Shorty?

Julia Davies was the belle of the evening, and as Ed. Hines remarked, "Julia is some dancer."

"Her Highness" Mrs. S. C. Dicken, in an exciting moment, retreated to one corner of the hall to adjust the covering of one of her dainty pedal extremities, while the musical strains kept the rest of the crowd in ignorance of what was keeping the newly-wed in the corner. By the rest of the crowd, we mean all others in the hall at the time, with the exception of the young lady's partner and the observer of the incident.

Clarence Ames is raving about a beautiful "blondie" whom Jack Fleming claims is a widow and Clarence denies.

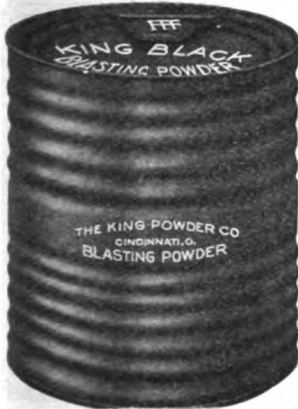
Emil Davis, Custodian of Records, declares, "The Hamilton Park News is a pleasure to read, it is bright, snappy and full of ginger." A compliment coming from a man of Mr. Davis' keen intelligence is doubly appreciated.

The A. P. T. Indoor Baseball club hereby challenges any nine along the line; address John Kilty, care Aud. of P. Traffic, for open dates.

Helen Burns is the most popular girl on the first floor, according to an item we recently received, showing Miss Burns received twenty-three out of twenty-five votes.

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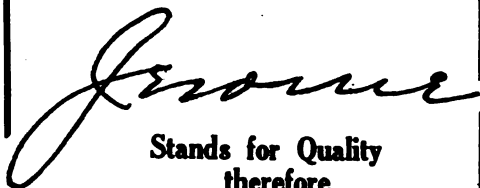
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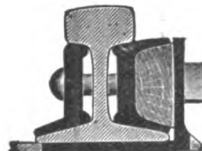
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